

PMY

POWER & MOTORYACHT

PMY TESTED
INTREPID 475
KADEY-KROGEN 48



**Cruising
Norway's
Fjords**
On a Nordhavn 86

pmymag.com



DECEMBER 2011 • \$5.99

A SOURCE INTERLINK MEDIA PUBLICATION

*For those who define
life by the journey.*



North American Inquiries
www.marlowyachts.com • sales@marlowyachts.com
800.362.2657

International Inquiries
www.marlowyachts.com • sales@marlowyachts.com

Baby, it's cold outside.

... So nice and warm.

Look out the window at that storm.

My sister will be suspicious.

Man, your lips look so delicious.

My brother will be there at the door.

Waves upon a tropical shore ...

Happy Holidays!
Wherever you are.

Marlow **Explorer**® 72E-LR
Sometimes words are simply inadequate.

WHAT'S
COOKIN'
THIS MONTH
IN PMY.

CONTENTS

30 *Nordhavn CaryAli*



Features

30 TROLLING IN NORWAY

A Nordhavn 86 provides welcome warmth amid Norway's misty fjords.

TEXT BY ALYSSA HAAK

PHOTOS BY AIMÉE COLÓN

38 LIKE A FLASH

Danish Yachts named its latest launch *Shooting Star* for a reason.

TEXT BY ALAN HARPER

44 CRUISE CONTROL

To book the perfect yacht charter

start with the perfect broker.

TEXT BY JASON Y. WOOD

48 GHOST SHIP

Adventure seekers off Bimini find more than a derelict hulk in *Sapona*.

TEXT BY KEVIN KOENIG

PHOTOS BY JIM RAYCROFT

52 BLAME IT ON THE SUN

Costa Rica's Marina Pez Vela offers access to some of the best sailfishing anywhere.

TEXT BY KEVIN KOENIG

PHOTOS BY KANUTTO FUENTES

Boat Test Section

56 EXCLUSIVE: THERE'S NO SCRIPT

Fast and stable, the Intrepid 475 gave our editor something to write home about.

TEXT BY KEVIN KOENIG

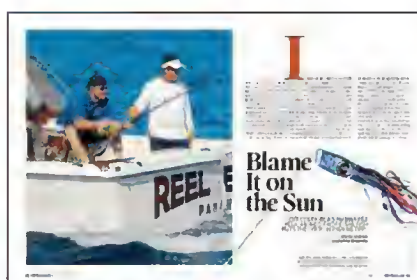
PHOTOS BY DAVID STEINLAUF

62 EXCLUSIVE: LONG-DISTANCE RUNNER

The super-efficient Kadey-Krogen 48 AE makes the sea seem a bit more friendly.

TEXT BY CAPT. BILL PIKE

PHOTOS BY BILLY BLACK





THE SEDUCTION BEGINS OCTOBER 27TH



gs

34 38 44 49



Be there for the launch of the Flyer Gran Turismo at the Fort Lauderdale International Boat Show October 27-31.
For more information visit FlyerGranTurismo.com. Enquiries: 410.990.0270 or Power@Beneteau.com.

FLYER

GRAN TURISMO

THE BEST TENDER LIFT SOLUTION



The freedom to use your watercraft where and when you want with just the touch of a button! **Freedom Lift®** is the ideal solution for transporting your tender or PWC.

- Installs independent of your swim platform
- The **ONLY** lift with easily removable Lift Arms
- Features wireless, hydraulic remote control operation
- Lifting capacity of 800 lbs.+
- Innovative design better than old-style platform lifts
- Dual hydraulic cylinders



SEE OUR DYNAMIC VIDEO AND DIGITAL PORTFOLIO ON THE WEB

www.freedomlift.com

Call us toll free
1-866-543-8669

US Patent # 6,474,256

CONTENTS

DECEMBER 2011
VOL. 27, NO. 12

22 GEAR



Departments

8 LEADLINE

Is the U.S. still number one in boating?

TEXT BY CAPT. RICHARD THIEL

10 MAIL

The strange case of the two Sea Owls.

12 NEWS

Boat-buzzing pilot busted; and PMY Tries: Grundén's Gage jacket.

TEXT BY BRAD DUNN AND CAPT. BILL PIKE

16 BOATS

Henriques 42' Charter, Fountaine Pajot 55, and Monte Carlo Yachts 65; and A&R's Kaiser and Cizgi Yacht's E&E.

TEXT BY KEVIN KOENIG AND ALYSSA HAAK

22 GEAR

Warning bells; and Electronics: Have they evolved too far?

TEXT BY ALYSSA HAAK AND TIM BARTLETT

28 YARD

If your engine quits, this system will get you home.

TEXT BY ERIC COLBY

78 BROKERAGE

Why boat sellers and buyers should watch the stock market.

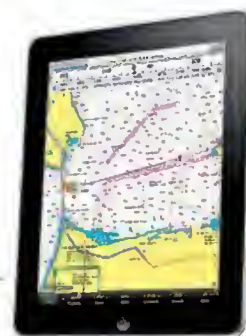
TEXT BY JASON Y. WOOD

120 AFTER WORD

Boating can be the perfect family pastime—but not always.

TEXT BY PETER A. JANSSEN

P. 24
SHOULD
YOU REALLY
NAVIGATE
FROM YOUR
IPAD?



Vintage Line / V92 Cruiser



VICEM YACHTS
THE NEW SHAPE OF PERFORMANCE

Vulcan Line / 46M Tri-Deck




VICEM
THE YACHT FOR YACHTSMEN

Vicem Yachts Inc.
1535 SE 17th Street Suite B109 Ft. Lauderdale, FL 33316
Phone: (954) 462-8828 / E-mail: sales@vicemusa.com
www.vicemyacht.com

■ SNAPSHOT



DOCKED AT A SNUG HARBOR IN THE BROUGHTON ISLANDS, B.C.



Photo by John Beatty

AT THE HELM

Editor-in-Chief
Capt. Richard Thiel

Creative Director
Aimée Colón

Senior Editor
Capt. Bill Pike

Senior Editor
Jason Y. Wood

Associate Editor
Alyssa Haak

Associate Editor
Kevin Koenig

Electronics Editor
Tim Bartlett

European Editor
Alan Harper

Graphic Designer
Isa Pagani

Web Editor
John V. Turner

Contributing Editors
Brad Dunn
Eric Colby

ON THE DOCK

Associate Publisher
Cindy Sailor
(727) 384-1647

Europe & Australia
Elena Patriarca
(+39) 010 347 4112

Northeast
Capt. Andrew Howe
(617) 720-8619

Florida Display
Sandra Purcella
(954) 760-4984

West Coast
Vicki Newton
(310) 955-8149

Mid-Atlantic & Midwest
Joe Illies
(757) 224-6741

Business Manager
Debby Sheffey

Brokerage Advertising Consultant
Lou Fagas
(954) 646-6326

Classified
Corrine Booker
(212) 915-4301

Production Manager
Noel Wamboldt
(949) 705-3359

Production Coordinator
Christina Ponce

Executive Assistant/Office Manager
Lina Khait
(212) 915-4305

**Power & Motoryacht Magazine**

261 Madison Ave., 6th Floor, New York, NY 10016 • (212) 915-4300 • Fax: (212) 915-4327
powerandmotoryacht.com

Subscription services: For questions, problems, or changes to your Power & Motoryacht subscription, call: (800) 284-8036; write: Power & Motoryacht, P.O. Box 420235, Palm Coast, FL 32142-0235; e-mail: powerandmotoryacht@emailcustomerservice.com. Please include name, address, and phone number on any inquiries.

Editorial information: Kevin Koenig
(212) 915-4312

Back issue information: Lina Khait
(212) 915-4305

Reprints: Contact Wright's Media @ (877) 652-5295 [(281) 419-5725 outside the U.S. and Canada] to purchase quality custom reprints or e-prints of articles appearing in this publication. Occasionally, our subscriber list is made available to reputable firms offering goods and services we believe would be of interest to our readers. If you prefer to be excluded, please send your current address label and note requesting to be excluded from these promotions to **Source Interlink Media, LLC.**, 831 S. Douglas, St. El Segundo, CA 90245. **Attn:** Privacy Coordinator.

Any submissions or contributions from readers shall be subject to and governed by Source Interlink Media's User Content Submission Terms and Conditions, which are posted at <http://privacy.sourceinterlinkmedia.com/submissions.html>.

LEADLINE

IS THE U.S. NO LONGER THE WORLD'S NUMBER-ONE BOATING COUNTRY?

Only in America

This job isn't all bright sunshine, blue sky, and bodacious boats. There's another side too, exemplified by the dozen or so boat shows we attend every year. The show loca-

tions—Cannes, Genoa, London, Monaco, Sydney—sound glamorous but they have their commercial aspects too. Besides first looks at new models, these foreign exhibitions offer a global business perspective because for builders there, export is such an important part of their livelihoods.

A disturbing theme at this year's European shows was the virtual writing off of the U.S. market for 2012 and maybe beyond. Many foreign builders feel our economy and political system are so mucked up that even if we can manage to get things back on track, it'll be a long time before Americans feel secure enough to spend big dollars on big boats.

So where do these builders plan to turn? The same place as everyone else—BRIC. That's Brazil, Russia, India, and China, where many European builders already have sales offices and even factories. Seems logical. After all, as I write this the International Monetary Fund projects 2012 GDP growth rates of 9.5 percent for China and 4.1 percent for Brazil, compared to just 1.1 percent for the 17 Eurozone countries and 1.8 percent for the United States. That could logically translate into more BRIC people with more disposable income, allowing them to purchase more luxury items, like boats.

Yet emerging markets face their own hurdles, like inflation, entrenched bureaucracies, corruption, political instability, and income disparity. Brazil's economy is strong right now, but its middle class is only about one-third the size of ours. Russia, India, and China have a near-total lack of infrastructure such as marinas and boatyards.

Then there's mentality. When Chinese and Indian consumers buy boats, they often don't know what to do with them because they value them not as recreational vehicles, as we Americans do, but as stationary status symbols. A 120-footer I recently toured is a perfect example. With nearly 7,500 total horsepower, she's capable of over 30 knots, yet according to her captain, her Chinese owner will use her only for business meetings and dinners, and she may never even leave the harbor.

Of course, we've got our own problems. But any builder who writes off the whole of the U.S. turns his back on the world's largest group of dedicated, experienced, and knowledgeable boaters, people who have both the means to purchase boats and the mentality to use and appreciate them. On that basis, no other country compares with the United States. PMY

Capt. Richard Thiel
Editor-in-Chief



Yacht-class comfort. Speedboat thrills.



475 Sport Yacht

Intrepid's Revolutionary Outboard Sport Yachts



For over 25 years, Intrepid has been the unrivalled leader in boating quality, innovation and performance – our revolutionary outboard sport yachts being a remarkably appealing case in point. Each offers a one-of-a-kind combination of speedboat thrills with yacht-class accommodations, enhanced by the quiet, convenience and fuel efficiency of outboard power. Add the highest resale values to the most accommodating build-to-suit and owner support programs in the industry and the only question becomes, which can we customize for you?

intrepid

— POWERBOATS —

One of a kind. One at a time.



475 Enclosed Bridge



430 Sport Yacht



390 Sport Yacht

THE SUITS

MARINE GROUP

SVP, Group Publisher
Norb Garrett

Group Operations Director
Amy Diamond

Senior Operations Director
Pauline Atwood

OFFICERS OF SOURCE INTERLINK COMPANIES, INC.

President & Chief Executive Officer
Michael Sullivan

EVP, Chief Financial Officer
John Bode

EVP, Chief Administrative Officer
Stephanie Justice

SOURCE INTERLINK MEDIA, LLC.

President
Chris Argentieri

Chief Creative Officer
Alan Alpanian

EVP, Enthusiast Automotive
Doug Evans

SVP, Consumer Media & Integrated Sales
Eric Schwab

SVP, New Product Development
Howard Lim

SVP, Manufacturing & Production
Kevin Mullan

SVP, Finance
Dan Bednar

VP & General Manager, Brand Development
Julie Smartz

DIGITAL MEDIA

Chief Technology Officer, Digital Media
Raghu Bala

SVP, Digital Marketing
Craig Buccola

SVP, Digital Product Development
Todd Busby

SVP, Digital Product Development
Tom Furukawa

VP, Digital Product Development
Dan Hong

VP, Digital Advertising Products & Operations
Jung Park

CONSUMER MARKETING, SOURCE INTERLINK MEDIA, LLC.

VP, Single Copy Sales & Marketing
Chris Butler

CONSUMER MARKETING, ENTHUSIAST MEDIA SUBSCRIPTION COMPANY, INC.

VP, Consumer Marketing
Tom Slater

VP, Retention & Operations Fulfillment
Donald T. Robinson III

Copyright 2011 by Source Interlink Magazines, LLC.
All Rights Reserved. Printed in the USA.

Canada Post: Return undeliverable Canadian addresses to Pitney Bowes International Mail Services, P.O. Box 25542, London, ON N6C 6B2.

QUESTIONS
COMMENTS
LETTERS
EDITS

MAIL

HAVE A COMMENT OR SUGGESTION? WE'D LOVE TO HEAR FROM YOU.

Stranger Than Fiction

My wife and I were enjoying a cold beverage on the upper deck of Kevin Barry's Pub in Savannah, Georgia, overlooking the Riverwalk and the Savannah River. Moored in front of us was a comely

yacht, and as we are wont to do, we pulled out the old iPad and checked her out. Built in 1999 and as luck would have it, for sale for "only" \$9.75 million. After checking our lotto numbers, we realized we'd have to wait another week for the purchase, so I returned to reading my September PMY, specifically, the article "Distant Shores."

As always, I found it to be very interesting, especially when I got to the part about your author almost being crushed by a big green Burger materializing from the fog. Take a look at this picture (right), and I think you will see why.

Sometimes life is too strange for words.

JIM WOOD
JACKSONVILLE, FLORIDA

Strange indeed. It appears there are at least two Sea Owls, including the Burger our author encountered and the Delta you found online. And note, that the near-crushing by our Sea Owl was strictly our fault.—Ed.

FLOATING AN OPINION

Bravo on your October Leadline. ("Choices Good and Bad") I too am an avid motorcyclist who believes that adults should have the right to decide what safety measures to employ. Whether it's a PFD or helmet, we do not need the government deciding for us. We



were helmet-less here in Maryland when I started riding, but our legislators buckled under the pressure of the Feds' threats to withhold highway funding in the '80s. We took that freedom for granted and are now in a yearly battle to get it back. I urge the boating community to voice their wants before they are decided for you. If you oppose an adult PFD law, write and speak out now... removing a law is far harder than preventing its passing in the first place.

JOE MCHENRY
COBE MARINE
PASADENA, MARYLAND

MORE POWER TO YA

Being lifelong sailors, my wife and I really enjoyed reading "Sea Change" [September 2011]. As we are getting older we are now beginning to look at powerboat alternatives to our 62-foot ketch, so the Chadwick's experiences were really interesting. And the Marlow they picked

SUBSCRIBE NOW!



**GET YOUR DIGITAL
SUBSCRIPTION
TODAY!**

POWER & MOTORYACHT

Get 1 year (12 digital
issues) for only \$9.00!

Subscribe today and save
87% off the cover price!

SUBSCRIBE NOW

GIVE A GIFT



**LIMITED
TIME
OFFER**

**GIVE A GIFT DIGITAL
SUBSCRIPTION
TODAY!**

POWER & MOTORYACHT

Get 1 year (12 digital issues)
for only \$9.00!

Send your sailing enthusiast
a gift digital subscription and
save 87% off the cover price!

SEND A GIFT NOW



Boaters Online

California boaters Tom and Nancy Caruso retraced Lewis and Clark's groundbreaking cross-country expedition in their powerboat, from the Mississippi and Missouri Rivers across the Rockies and into Oregon. You can see the results at getinspiredinc.org.

In-Print | Online

Coming next issue we've got electronics galore, plus learn about the hottest gadgets, including the Humphree Interceptor trim system, NMEA 2000 instruments, and more. And in this issue our editors reveal their picks for the best stuff they saw at the Fort Lauderdale International Boat Show. Scheduled boat tests include the Cruisers 41 Cantius (an exclusive), Carver 44 Sojourn, Sunseeker Manhattan 53, and Riviera 61. Check out pnmag.com for our editors' blogs as well as our boat-test archive, a one-of-a-kind tool for helping you determine which boat you should buy next. Like us on Facebook or follow us on Twitter to track our adventures.



CRUISE THE VIRGIN ISLANDS ABOARD A POWER CAT FOR FREE!

Here's your chance to win a seven-day learn-and-cruise vacation for four people in the British Virgin Islands. The grand prize offered by The Moorings and Offshore Power Cruise School is a cruise aboard a Moorings 474 power cat in the BVI. The first two days include instruction on how to handle the boat, after which you and three guests will have five days to explore the islands, enjoying all the BVI have to offer. Visit www.moorings.com/WinPower for rules. The contest ends on January 15, 2012.

would make a wonderful replacement boat for us. I hope you'll occasionally run more stories of their adventures.

By the way, we have been loyal and enthusiastic readers of *PMY* for years. We feel its articles on technical topics like electronics are far better than those of any sailing magazine. So keep up the good work, and soon we may be writing you for advice on our new motoryacht!

BILL AND DOTTIE WEYMOUTH

S/V MORNING STARR

Keep an eye out for more from the Chadwicks in an upcoming issue.—Ed.

HOW TO REACH US PMY

261 Madison Ave.,
6th Fl.
New York, NY 10016.

→ **E-mail** your letters to:
kevin.koenig@pnmag.com



THE LETTER OF THE MONTH

WINS A STYLISH
PMY HAT FROM
OUR ONLINE
GEAR STORE.

THIS MONTH'S WINNER:
JIM WOOD

Wireless Crew Communication



EARTEC

800-399-5994
www.eartec.com

24G-2/Cyber
\$300

Two Person Setup
2 Simultalk 24G Radios
2 Cyber Headsets
Batteries, Chargers, Case

THE WHO,
WHAT,
WHEN,
WHERE, AND
HOW OF
BOATING

NEWS

VOLVO PENTA | GLOBAL SATELLITE USA | SEA RAY | GRUNDÉNS



Bye-Bye Fly-By Guy

TEXT BY BRAD DUNN

What would you do if a single-engine plane looked like it had lost control and was heading straight for your cruiser? Take evasive action? Jump overboard? Several boaters did both near South Padre Island, Texas—after which the pilot pulled up at the last minute and flew away.

Rodolfo Gonzalez-Gonzalez, a 20-year-old novice pilot, was arrested in September for allegedly buzzing three boats in southern Texas. Police say the Mexico City man flew his small plane very low near Port Mansfield, as if he were going to crash into the boats, and then pulled up before hitting them.

Many of the 13 boaters on the three boats jumped into the water to avoid the apparent collision. When they realized it was just a dangerous stunt, they called the sheriff.

“He was supposedly taking lessons...”

“When we learned he was going to land at the Cameron County Airport at Bayview, we called the Cameron County Sheriff’s Office, and they arrested him,” Sheriff Larry Spence said, according to the *Houston Chronicle*.

Gonzalez-Gonzalez, who had only recently earned his pilot’s license, reportedly rented the plane to practice takeoffs and landings. “He was supposedly taking flying lessons at the Weslaco airport where he got the plane,” Spence said.

Although the culprit told authorities he was flying with another person, there was no instructor with him when he was arrested at the airport. “It gets weirder as it goes along,” Spence said. Several frightened boaters told police they saw two people in the cockpit, while others said he was alone.

Recklessly buzzing boats is no petty crime. Police charged the pilot with 13 counts of aggravated assault and held him on \$650,000 bond. If convicted, he could face up to 20 years in prison. At presstime, federal authorities are considering charges as well. PMY



Sea Ray Adds 22 Dealers to Global Network

In a hopeful sign of the times, the Sea Ray Group, which consists of the Sea Ray and Meridian Yacht brands, has signed 22 new dealers around the world—16 of which are in the United States and Canada. “Our never-ending focus on outstanding customer satisfaction, product quality, and service is what makes Sea Ray and Meridian the best-selling brands in the marine industry,” said Rob Parmentier, president of the Sea Ray Group.



Volvo Penta Delivers 4,000th IPS Unit

Six years after introducing its IPS engine-drive package, Volvo Penta announced that it had shipped its 4,000th unit this summer. The engine manufacturer says its IPS package has replaced shaft-and-strut propulsion on thousands of

THINGS
WE
LIKE

Not Pulling Your Leg!

A Wisconsin woman was fishing this summer when she reeled in a prosthetic leg. She called some local shops and tracked down the woman who had lost the leg three years earlier while swimming.



→ QUIZ

- 1 How many folks did Capt. Bunting ferry in 36 years on Niagara Falls’ *Maid of the Mist*?
- 2 How wide of an arc must your side navigation lights illuminate?

Our greatest stories are written at sea

PRESTIGE 500

Superior Performance | Private Owner's Cabin | Open Aft Galley

Prestige Yachts will be exhibiting at:
Annapolis Powerboat Show Oct. 13-16
Ft. Lauderdale International Boat Show Oct. 27-31

390S 440S NEW 500S EXPRESS
350 NEW 400 440 NEW 500 FLYBRIDGE
NEW 60 YACHT



For more information: www.prestige-yachts.com
contact@prestige-yachts.com | 410-280-2775

US EAST COAST

United Yacht Sales - Stuart, FL
772-463-4121 | prestige@unitedyacht.com

CANADA

Performance Marine - Montreal, QC
1-877-291-5001 | info@pmarine.ca



NEWS

TEXT BY BILL PIKE

Grundéns Weather Watch Rain Gear

This lightweight foul-weather jacket will stay dry inside and out, and it's easily packable.

I've been into salty-looking foul-weather jackets ever since I saw the famous (and occasionally infamous) cruising sailor Tristan Jones wearing one with a dark-blue hue, a dashing high collar, and an unmistakable Helly Hansen logo at the New York Boat Show back in about 1990.

But I've had one big problem with almost every look-alike I've owned: They've all been so rain-resistant that every time I've worn them for more than ten minutes I've darn near sweated to death, even under chilly conditions.

But back in July, a guy sent me a Gage foul-weather jacket from Grundéns—the folks who make hardcore stuff for Bering Sea crab fishermen and other commercial types. The guy promised me that the thing's fabric was so lightweight and breathable I'd notice hardly a drop of sweat. "It's part of the new lightweight Grundéns Weather Watch collection," he explained. "You'll like it."

Florida and Scotland are the two venues I've tested it in thus far. Now I'm not contending I had a thoroughly no-sweat experience in the former location. But my Gage Weather Watch did parry the rains of northern Florida with duck's-back effectiveness and generated very little perspiration upon my torso while doing so, even during the



summer months. And Scotland in the fall? Well, not only did I stay just as dry there, my hands stayed warm as well, thanks to some large outside pockets. Moreover, the high-impact of my jacket's yellow color—splashy colors make sense at sea as they enhance visibility—was well-proved in Edinburgh. "Bright coat you're wearing, mate," remarked a passerby, out of the blue. Cost of the Gage Weather Watch jacket? Just \$53, according to Grundéns. **PMY**

■ GRUNDÉNS
(800) 323-7327.
WWW.GRUNDENS.COM.

boats, making them more maneuverable, fuel efficient, quieter, cleaner, and easier to drive. "Volvo Penta IPS fundamentally changed the marine marketplace," said Clint Moore, CEO of Volvo Penta of the Americas. "For the first time in my experience, consumers start the boat-show buying experience at our booth, asking us which boat brands are available with Volvo Penta IPS. [IPS] owners report significantly higher overall satisfaction than owners of cruisers with traditional inboard propulsion." The 4,000th IPS unit was installed in a Cruisers 48 Cantius.

global satellite
...Reaching Beyond

Global Satellite Launches Phone Trade-Up Program

You have until the end of December to trade in your old satellite phone—any brand—for a brand-new Global Satellite phone. "We ran a program like this several years ago and it was a huge success," says Martin Firestone, CEO of Global Satellite USA. "With our large engineering department, we have the capability of assessing the value of the phone and provide a quick turnaround to our customers." All new phones must have a two-year service plan with Global Satellite USA and there is an early-termination fee of \$750. To find out how much your phone is worth, e-mail sales@globalsatellite.us.

AGENDA



Answers

Nov. 30 - Dec. 2	December 1 - 4	December 3 - 11	
The International Workboat Show in New Orleans. (800) 454-3007. www.workboatshow.com .	The Boat Show in St. Petersburg, Florida. (800) 940-7642. www.showmanagement.com .	The Paris International Boat Show in Paris, France. (+33) 141-90-4710. www.salonnavatiqueparis.com .	1.16 million
			2. 112.5 degrees

Kiss the status quo goodbye.
The new 41 Cantius.

The incredible new 41 Cantius was ergonomically designed to put everything within easy reach. Such as sumptuous food, lively conversation and interesting friends. Its revolutionary open-concept design was made for entertaining guests, by inviting interaction and keeping everyone onboard engaged in the conversation. Plus, it also features the most advanced technology and amenities to make your 41 Cantius the most happening venue in town. Your weekends, and your life will never be the same. To experience the extraordinary new 41 Cantius, visit your dealer or go to CruisersYachts.com/pmy

 **Cruisers**
yachts



Scan this QR code for
behind-the-scenes video
of the new 41 Cantius.



THE LATEST
NEWS ON
LAUNCHES AND
DESIGNS: THE
BIG AND THE
NOT SO BIG

BOATS

HENRIQUES 42' CHARTER
FOUNTAIN PAJOT 55
MONTE CARLO YACHTS 65
BOSTON WHALER 285
MARLOW YACHTS 61E MK2



EXCLUSIVE

Henriques 42' Charter

If there is one thing integral to Portuguese history and culture

it is boats. And more to the point, fishing. It is not surprising then that when Jack Henriques immigrated to the United States from Portugal in his 20s, he quickly set up shop constructing the same type of rugged, seaworthy boats that his family had been building for generations. His first model, produced in 1977, was a 35-foot Down East-style boat dubbed the Maine Coaster. It's a testament to the Henriques brand that 34 years later the company is still churning out similar boats, though modernized for today's serious fisherman.

The company's latest launch, the Maine Coaster 42' Charter, is an excellent choice for the

fisherman who likes to fish with others, either for pay or for play. She's available with a 360-degree walkaround layout that makes on-deck maneuverability a snap, even with many lines in the water. Roomy cockpits have always been a staple of Henriques boats, and this model is no different. The space offers two fishboxes that can be refrigerated, a transom door, and a head that opens to the outdoors, which will no doubt come in handy with large groups onboard.

The fully enclosed saloon is designed for rough-weather conditions. A spacious helm has two chairs, while the aft section features additional seating and stowage for all the necessary trappings a charter or pleasure-fishing trip could need. As for accommodations, the 42' is ready to handle an overnight trip to the canyons or beyond. Two staterooms below share a head that has an enclosed shower. A wood-trimmed galley should help keep anglers happy and sated while they're waiting to bend a rod.

The 42' is powered by two John Deere diesel inboards, which should give you peace of mind

Specifications

LOA:	42'0"
BEAM:	14'9"
DRAFT:	3'8"
STD. POWER:	2/550-hp John Deere diesel inboards
SPEED:	36 mph
PRICE:	Upon request

and also a bit of a burst too, with a top speed of just over 36 mph. A reported cruise speed of 32 mph should have you to the fishing grounds in no time; even better, fuel burn at that clip is just 42 gph, which will keep costs from chewing into profits should you use this boat commercially.

With stand-out running numbers, ample accommodations, and enough usable fishing space to support a large guest list, the latest Henriques Maine Coaster seems like a boat worthy of that name. **PMY**

■ HENRIQUES YACHTS

(732) 269-1180.

WWW.HENRIQUESYACHTS.NET.

Photo courtesy of Henriques Yachts



Fountaine Pajot Queensland 55

Anyone who has ever spent time on a long-range cruise

knows well that stability is hard to overrate as a comfort factor. That's why it should come as no surprise that boatbuilders are beginning to turn out more and more catamaran trawlers, which offer incredible stability with the added

bonus of improved fuel economy. One such new boat is the Queensland 55 from Fountaine Pajot, the flagship of the French builder's Trawler Catamaran line. She's equipped with twin Volvo Penta IPS600s, and the company claims the boat consumes 40 percent less fuel than a similarly sized monohull. An added

benefit of employing an IPS system on a cat is that the props are spaced farther apart than they would be on a monohull, which provides greater maneuverability—an advantage on any boat.

The 55 also has a feature that should make environmentally conscious boaters very happy: a solar panel on the sun awning that can reportedly produce enough power to avoid the use of a generator while at anchor (assuming of course, you've picked a sunny anchorage). Meanwhile, the boat's 25'6" beam is put to full use, particularly on that expansive flying bridge, as well as in the cockpit, where a large dining table can comfortably seat a passel of guilt-free guests. Stability, comfort, maneuverability, and a commitment to a cleaner planet—not a bad combination for any boat. Maybe it's time you made like a dog and chased after this cat. **PMY**

■ **FOUNTAIN PAJOT**
(+33) 609 79 13 49.
WWW.FOUNTAINE-PAJOT.COM.

EXCLUSIVE

Monte Carlo Yachts 65

Hot on the heels of the much-lauded Monte Carlo Yachts 76

comes the 65, a boat the company hopes will strengthen its reputation for building understatedly elegant yachts that are as functional as they are highly styled.

Once again MCY paired with the famed design team Nuvolari-Lenard to create lines that are both muscular and sophisticated, evoking a distinct “naval” impression, as the company describes it. Key to this design is a pulpit-less, flared bow that effectively mitigates spray while looking like it means business.

Onboard the theme of masculine elegance is furthered by 22 perfectly coordinated materials, including rich walnut and gray-oak joinery and plush brown and gray leathers. Armani Casa and Rubelli supplied most of the fabrics including those in the full-beam amidships

master cabin. A VIP cabin with queen berth and a guest cabin with twin berths complete the accommodations deck. Both spaces have en suite heads for the utmost privacy.

Topside the 65 features one particularly interesting design point: an aft galley at the entrance to the saloon that can service both the interior and the exterior with equal ease. Also in the saloon is a dinette near the galley, as well as a lounge area with a C-shape sofa forward. A side door leads to one of the boat's side decks making foredeck access a cinch. That area contains a Portuguese bridge as well as generous sunbathing and lounge areas.

Up top, a spacious flying bridge may be

the highlight of the entire boat. Shaded by a carbon-fiber hardtop with a sunroof that opens electrically, the area contains plenty of seating and can be outfitted with a fridge, barbecue, and sink.

The 65's not all about amenities though. Twin MAN V-8s can get her up to 36 mph at WOT with a cruise of 31 mph. Not bad for a boat of this class—particularly one with this kind of luxury. It shouldn't be a surprise if the 65 is soon just as popular as her big sister. **PMY**

■ **MONTE CARLO YACHTS USA**
(443) 924-0797.
WWW.MONTECARLOYACHTS.IT.



BOATS

Boston Whaler 285 Conquest

As much as any other manufacturer in the boatbuilding

game, Boston Whaler has staked its reputation on building rugged and seakindly boats. In particular, the company sets itself apart with the bold proclamation that their boats are "unsinkable." That's a lofty title to uphold but one which the company's new 285 Conquest looks to live up to.

Constructed with Boston Whaler's patented Unibond system, the 285, like her sisterships, is promised to be unsinkable—a nice feature for peace of mind. But she's focused on more than just safety. Her designers raised her sheerline to give her a muscular look to fit with her rugged reputation and also integrated her hardtop and windshield for increased protection. A large cockpit should delight offshore anglers as it's got



Specifications

LOA:	27'10"
BEAM:	9'6"
DRAFT:	1'8"
STD. POWER:	2/225-hp Mercury Verados
SPEED:	46 mph
PRICE:	Upon request

plenty of room to maneuver in, as well as seating for the entire crew and then some. A livewell and twin fishboxes come standard while a slide-out hardtop is available to fend off the sun.

The 285's deep hull allows her more accommodation room than some other boats in her class, space she uses to her advantage with a convertible V-berth forward that should serve nicely if any fishermen need a nap. After all, the whole reason they make boats this tough is because fishing is a tough business. PMY

■ **BOSTON WHALER**
(386) 428-0057.
WWW.BOSTONWHALER.COM.

Marlow Yachts 61E MK2

Marlow Yachts' highly regarded Explorer series has been at the

cutting edge of long-range cruisers for quite some time now, building a loyal following of owners who prize the boats for their luxury, dependability, aesthetics, and outstanding seakeeping ability. With their newest redesign, the 61E MK2, it looks to improve on those attributes.

The MK2 should have the same exceptional performance and seakindliness as her predecessor, the 61E, since she effectively has the same hull. Voyages, whether in calm or relatively rough water, should be fairly serene then, in keeping with the Explorer series tradition.

One of the major changes the boat will see, however, is in the accommodations deck layout which will now have two spacious staterooms (a master and a VIP) separated by a foyer. The layout will be particularly appealing to a cruising couple who may want to bring along another



Specifications

LOA:	69'2"
BEAM:	18'2"
DRAFT:	4'11"
STD. POWER:	2/575-mhp CAT C9s
SPEED:	32 mph
PRICE:	Upon request

couple as they hop from glamorous port to isolated cay. There are also crew's quarters aft, though that might be superfluous since many owners understandably will be inclined to run this boat on their own.

Those onboard will no doubt appreciate the L-shape settee and barbecue on the flying bridge, which creates the perfect venue for a relaxing meal with friends, replete with excellent views. Down below, a slightly less relaxing venue—the engine room—contains a workbench and separate toolbox that will surely come in handy on the long voyages this boat

was born to undertake. PMY

■ **MARLOW YACHTS**
(800) 362-2657.
WWW.MARLOWEXPLORER.COM.

SMART, BRIGHT AND WELL CONNECTED

The New i70 Multifunction Instrument



Multifunction



Intuitive and easy to customize displays of depth, speed, wind and more

Oversized LCD



Ultra bright 4" LCD with extra large digits and a wide viewing angle

AIS Integration



The world's first instrument with AIS target tracking capability



Learn more at raymarine.com

Raymarine®
A FLIR COMPANY

QUALITY INNOVATION TRUST

BOATS

TEXT BY ALYSSA HAAK

NEW LAUNCH

ABEKING & RASMUSSEN
60-METER KAISER**Based on her German name, it's hardly surprising that the**

60-meter *Kaiser* was launched by a German shipyard—Abeking & Rasmussen. At the owner's direction, the interior design features touches of late 19th-century German antiques and decorations, and the designers at Bannenberg & Rowell Designs were able to combine those turn-of-the-century elements into a vibrant and modern interior.

At the amidships foyer, an inlaid marble calligraphic K features an ornate pattern that is mirrored in the main staircase's inlaid wood walls and steel handrail, both crafted by A&R subsidiary Rotec. Inset in the doors are also antique stainless steel Jugendstil-patterned slabs. To keep these details from becoming dark and overwhelming the designers used bright pops of color such as the curved orange

**Specifications**

LOA: 197'0"
BEAM: 35'0"
DRAFT: 11'6"
STD. POWER: 2/1,876-hp CATs

■ ABEKING & RASMUSSEN

(+49) 421 7633-0.

WWW.ABEKING.COM.

skylounge sofa or the reds and greens of the main saloon. Another trick was to create intimate conversation spaces throughout this high-volume yacht. There's a four-person table tucked into a corner of the skylounge and a small sitting area off the owner's suite. Either is a perfect nook for the owner's lucky guests to claim as their own. PMY

NEW LAUNCH

CIZGI YACHTS
42-METER E&E**The first launch from Turkish shipyard Cizgi Yachts, the**

42-meter *E&E*, also debuted at this year's Monaco Yacht Show. Her explorer-style exterior, designed by Vripack, is easy to picture against a rugged backdrop. But she sports an elegant interior by Art-Line with surprises behind every door and the small innovations that the Dutch firm is known for. Open a day-head door and a beautifully crafted stone sink is revealed. The round dining table expands by adding leaves around the outer edge. The repeated circular pattern can be found on that main table, the backlit marble around the master bed, and the main saloon.

The deck plans are unconventional but suit the needs and desires of the owner, which is

**Specifications**

LOA: 137'0"
BEAM: 30'0"
DRAFT: 12'4"
STD. POWER: 2/750-hp CATs

■ CIZGI YACHTS

(+90) 216 494 53 42.

WWW.CIZGIYACHT.COM.

what custom boatbuilding is all about. On the upper deck, open a door expecting to find the bridge and you instead find a forward-facing skylounge. All four of the guest cabins, each with exterior access, are on the same upper deck. The captain gets his own deck with his cabin and the bridge, and the crew get the lower deck with roomy cabins. PMY

Check out www.pmymag.com for interior photos of these megayachts.



Wanchese, NC



visit spenceryachtsinc.com
for virtual tour of the 57'

Spencer Yachts, Inc. • 31 Beverly Drive • PO BOX 240 • Wanchese, NC 27981

BELLS AND
WHISTLES
FOR
SMOOTH
SEAS

GEAR+

THAT RINGING YOU'RE HEARING ISN'T JUST IN YOUR EARS.



COBRA

C-Pod System

The C-Pod security and monitoring system from Cobra alerts you to the presence of an intruder or other onboard disturbances via your choice of e-mail or text message. Combining motion and magnetic sensors with a global reach, you'll never have to wonder what's happening on your boat. (cobra.com)



FIREBOY

Fire Suppression

Having a smoke detector on your boat does more than let you know when dinner is ready. A centralized system can alert you to problems in areas that tend to be out of sight (and out of mind). The sooner the problem is announced, the sooner you can find a solution. Fireboy sells networked alarm and extinguishing systems that first alert you to a problem and then, if it's a fire in your engine room (or other enclosed space up to 3,000 cubic feet), put it out quickly. The extinguishing systems use gas as opposed to dry chemicals, which can leave a messy residue. And by squelching the fire quickly, you'll have less damage and a much easier clean-up job. The company also offers monitoring systems for as many as six zones.

(www.fireboy-xintex.com)

TEXT BY ALYSSA HAAK



SEA-FIRE

FireStop

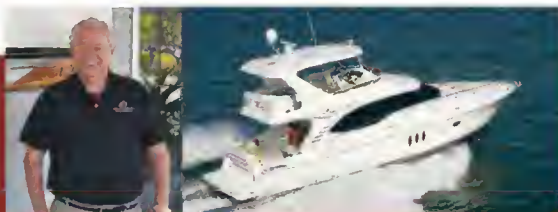
Though fire may seem to be the biggest threat onboard your vessel due to the extensive damage it can cause, there are other threats you need to consider. Sea-Fire's FireStop system addresses them by offering smoke- and fire-alarm systems that can be expanded to also detect heat and carbon monoxide. The potentially life-saving devices can monitor as many as four zones, each of which is marked on the system's control panel and activates individually. (www.sea-fire.com)

Left photo courtesy of Fireboy; Top-right photo courtesy of Cobra; Right photo courtesy of Sea-Fire

ELIMINATE BOAT ROLL

Imagine total relaxation and comfort while in port or offshore—providing you and your guests with an onboard experience unlike any other. That is why we engineered the most effective anti-rolling device ever made—the Seakeeper® Gyro. Requiring only 3 kW of power, the Seakeeper Gyro operates quietly and efficiently to eliminate boat roll. Entertain in comfort in rough seas and enjoy more time on the water as seasickness becomes a thing of the past. Experience the Seakeeper® Gyro and change your boating experience forever.

- **ELIMINATES 60-80% OF UNCOMFORTABLE BOAT ROLL**
- **NO DRAG-PRODUCING EXTERNAL FINS**
- **SIMPLE INSTALLATION**



“...the most important piece of equipment for boats since the invention of the autopilot...the most innovative piece of equipment I've come across in my 50 years in the marine industry.”

—JIM MCLAREN, GENERAL MANAGER ORANGE COAST YACHTS WWW.OVATIONYACHTS.COM



WWW.SEAKEEPER.COM

GEAR+ELECTRONICS

Can We Stop Evolution?

As our relationship with electronics continues to change, we need to know what we want now more than ever.

Fifteen years ago, a new electronic product would usually stay on sale for five or six years. Now, many disappear within two or three years of their launch. It makes me wonder how long the flood of new products can last and where the current is taking us.

On a longish drive from Southwest Florida International Airport in Fort Myers, to the resort where the National Marine Electronics Association (NMEA) held its annual convention, I got chatting with the taxi driver. As soon as I mentioned the word “electronics” he launched into a story about someone who thought he had lost his phone in his cab. “His whole life was in that phone,” the driver recounted. “It wasn’t just his phone numbers and photos. Without it, he couldn’t open his garage door, unlock his car, or turn his TV on!”

That got me thinking about how people are giving over huge amounts of responsibility to electronic devices. Why do we bother with steering wheels and engine controls? Why don’t we just drive our boats straight from our smartphones? Of course you’d want a backup—a second iPhone, perhaps—but it could certainly be done. And we’re not talking about some point in the distant future either. So far as I know, you can’t log onto iTunes and download

BoatCaptain for \$4.99, but I’ll bet someone is working on it right now—a smartphone app that could control and monitor an entire boat and manage everything from planning a passage to pumping out the black waste tank at the end of it. The essential technology is already in place.

We’ve been using autopilots to steer our boats for years. Now that chartplotters have morphed into multifunction displays (MFDs), separate autopilot control heads may some day become almost unnecessary. Many of those MFDs can control other boat systems too—everything from stereo systems to bilge pumps and sewage systems.

“Why do we bother with steering wheels and engine controls?”



We have radios with Bluetooth handsets that allow us to wander round the boat without being tethered to the helm by a length of curly cable, satellite systems that will bring us e-mail and Internet across half an ocean for less than it costs to phone home from the Bahamas, and gizmos that will connect our boat to a Wi-Fi hot spot in a Starbucks five miles away. Systems can also turn our entire boat into a local Wi-Fi network with everything on our control panel duplicated on our iPad, and an entire library of instruction manuals stored on the hard drive that carries our stash of movies and music.

Slightly offset from all this mainstream electronic wizardry are engine controls. We see plenty of MFDs offering an array

Above: An iPad can help stream important data to your boat. But can it also become a distraction?

of engine-monitoring instruments as one of their “pages” of information, but actually controlling the engines seems to be something different until you realize that NMEA 2000—the current network standard for marine instruments—grew out of the “CANbus” system that was originally developed by the automotive industry. So the cables that carry engine-control commands from the levers to the engines are the same as those that carry engine-monitoring information back to the MFD, and the commands that are sent by the levers to the engine control units are sent in exactly the same kind of code as those that your MFD uses to dim the panel lighting or switch the bait-well pump on. Imagine a pair of slide switches on a smartphone touchscreen that you could manipulate to engage the engines and push the throttles forward. Just be sure to lock the screen before slipping the phone into your pocket!

Almost every step along the way—from the first transistorized fishfinders that were the first electronics to find their way into recreational craft through instrument systems, RDF and Loran and GPS to the highly integrated, enormously capable chartplotting, radar, and communications systems we have today, has been an improvement. Some steps have been better than others: I don't quite understand why a “3-D” chart, for instance, is any better than one that contains exactly the same information in 2-D; to me, it looks just like a paper chart that has been crumpled up, flattened out again, and is now being looked at from some strange angle.

But maybe that's just me. In today's world, having the option of different views is the goal. And on the positive side, I like

being able to see what's going on in the engine room by looking at an MFD in the wheelhouse; I like the fact that a modern chartplotter will warn me if I'm about to go somewhere stupid, and I really love that it will tell me if an approaching ship is likely to pass a bit too close for comfort.

But I can't help wondering whether all those steps might ultimately take us some-

boating applications. “They are built for entertainment, for e-mail, Web browsing, and apps,” he says. “We still need dedicated marine devices that can withstand temperature, sunlight, and voltage fluctuations, and that can be seen at any angle.” But that, he adds, is only now: “You never know what the future may bring!”

Eric Kunz, senior product manager at Furuno, has similar reservations. “An iPhone as a primary means of controlling a boat?” he says. “No, that will never fly. What happens if you drop your phone? But as a secondary method, yes. That's the way we're going.”

But perhaps the most outspoken view is from Nobeltec's general manager Bill Washburn, who questions whether we should ever stop. “The evolutions of technology are always better,” he says. “Maybe somebody would have had the same reaction to the evolution of steam engines onboard ships taking away the use of sails, or using hydraulics or engines to take away direct control of the rudder. Today, in our context, the evolution of technology into the future looks very scary—giving over control of primary navigation. But spaceships that go up to the moon are all digital control, fly by wire,

and there are aircraft that cannot possibly fly without full electronic control.”

As for me, I think we will be able to control our boats from our phones before very long. We might even do so, every once in a while, to impress our friends. But even for the geekiest electronics enthusiast, dragging your finger across a touchscreen surely cannot be half as much fun as standing at the wheel and feeling the boat come alive as you nudge the throttles forward. PMY

Above: Boatranet from Digital Yacht and Myanchorwatch from IT Tack can share info with mobile devices.



where that we don't really want to go. Do we really want boats without fixed steering wheels, engine controls, and instruments? And if not, who is going to say, “stop,” and when should they say it?

A straw poll of some of the major players at the NMEA convention suggests that although no one is likely to be jamming on the brakes, there is a general feeling that we will probably not be seeing boats without helm stations any time soon.

Jim Hands, marketing director at Raymarine, doesn't think we can ignore mobile computing, but also points out that mobile computing devices aren't built for

GEAR+ELECTRONICS

Iridium Extreme

THIS SATPHONE IS SUITED TO OFFSHORE DUTY.

Slightly shorter, slightly wider, and at 8.7 ounces nearly an ounce lighter than the popular Iridium 9555, the latest Iridium satellite telephone—the Iridium Extreme—looks like a ruggedized redesign of the older model. But there's more to it than a rubber-clad casing and a correspondingly higher price tag (retail prices are around \$1,450 compared with around \$1,200 for the 9555).

The sturdy case enhances the look and feel of the phone and helps to protect it against shock and impact. Meanwhile the underlying casing boasts an ingress protection rating of IP65—the highest in the satphone industry—indicating readiness to

withstand incursion from dust and jets of water from any direction, so it's sure to work in offshore conditions when your call would be most pressing.

Another major upgrade from the 9555 is that the new phone includes a built-in GPS, which opens the door to all manner of safety and security-related functions such as geofencing and tracking. The phone also offers a very handy SOS function, which sends a call for help, complete with the phone's current position, to any nominated contact—a call you hope you never have to make.

IRIDIUM

(703) 287-7400.

WWW.IRIDIUM.COM.



**IRIDIUM
EXTREME**
Rugged and
ready for the
next voyage
out of cell
range.
(\$1,450)

FLIR & Raymarine Handheld Thermal Imagers

SEE IN THE DARK FOR LESS.

When it bought Raymarine, thermal-imaging specialist FLIR had just introduced a range of handheld thermal imagers called the First Mate with launch prices starting at \$3,000. To no one's great surprise, Raymarine soon introduced a range of thermal-imaging cameras too.

Now, less than 18 months later, FLIR has followed up with a new First Mate called the First Mate MS—a handheld imager that is shorter, slimmer, and just a little over half the weight of the earlier model yet matches it in performance.

There are two versions of the new camera: the \$1,999 (MSRP) MS224 produces a slightly grainy but acceptable 240x180-pixel image and can be expected to “see” a small boat such as an inflatable at a range

of about half a mile in pitch darkness.

For an extra \$1,000, the MS324 adds a 2x digital zoom function, complemented by a 320x240-pixel image giving a corresponding increase in detection ranges—about 50 percent better.

And if you don't like the yellow color scheme from FLIR, the same imagers are available in two-tone gray as the TH series from Raymarine.

FLIR

(877) 773-3547.

WWW.FLIR.COM.

RAYMARINE

(603) 881-5200.

WWW.RAYMARINE.COM.



FLIR MS224
Cut through the
veil of darkness
and fog.
(\$1,999)

Top photo courtesy of Iridium; Bottom photo courtesy of FLIR



IT'S NOT JUST THE TOUCHSCREEN. IT'S WHAT'S BEHIND IT.

Garmin was the first to make true, 100% touchscreen technology work at the helm. Today, we offer the widest assortment of the most popular, easiest-to-use touchscreen chartplotters available. Funny thing is, it's not really about the touchscreen at all. It's about what happens when you touch the screen. When your finger contacts a Garmin touchscreen, it reacts with high-speed responsiveness and performance that takes network navigation to an unbelievably fast, liquid-smooth level. And no one else even comes close to touching us.

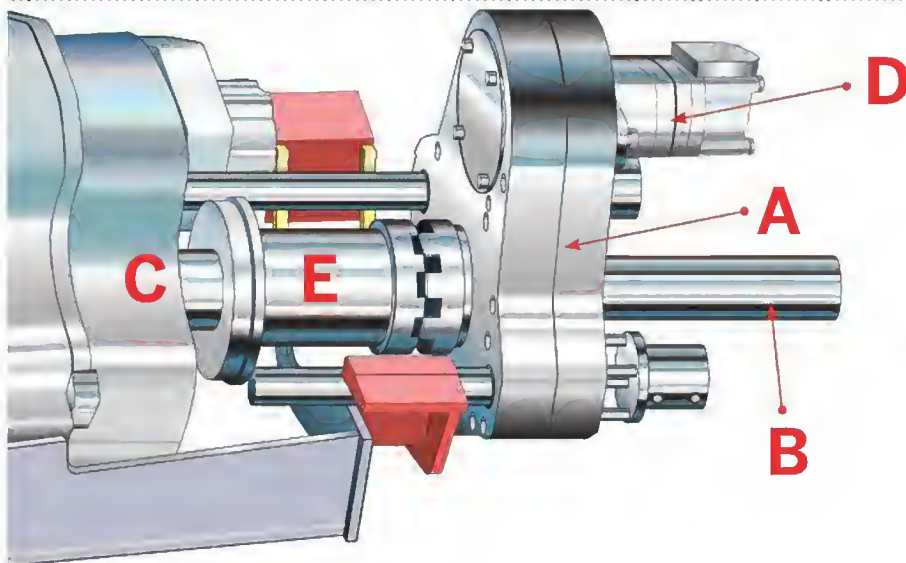
HOW TO
MAKE
A GOOD
BOAT EVEN
BETTER

YARD

WESMAR APU
TIP OF THE MONTH
PROFESSOR DIESEL

PUT POWER TO THE PROP SHAFT WHEN YOU NEED IT MOST.

TEXT BY ERIC COLBY



LEGEND

A - APU
B - Prop shaft
C - Transmission
D - Motor
E - Shaft coupler

The WESMAR APU can give single-diesel-powered boats the confidence to voyage farther.

Backup Plan

Finally retired, you're on a weeklong cruise aboard your trawler, just you and your wife. Suddenly your only engine quits, and you can't restart it. Your peaceful cruise is over, and your wife is asking, "Are we stuck in the middle of nowhere?" Fortunately you thought ahead—seemingly to this very moment—when you bought the boat: You ordered a backup plan, WESMAR's Auxiliary Propulsion Unit (APU), and right now, it's worth every cent of the \$12,000 upcharge. You just grin, flip a switch, turn a key, push a button

at the helm, and you're back underway. You're a hero.

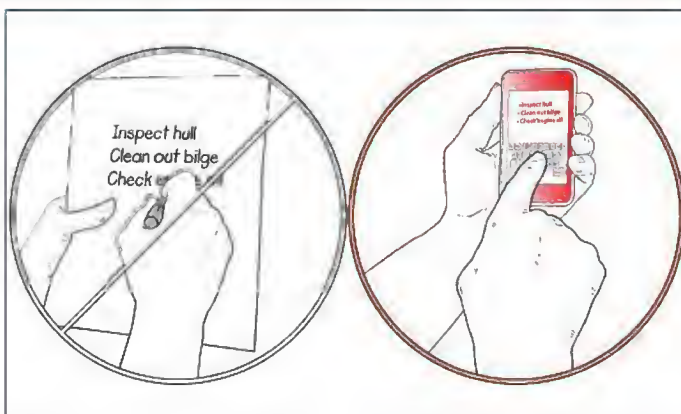
A get-home system is nothing new, but one that is applicable to such a wide range of vessels is. The APU was invented by Ronald Voegli, of Oak Harbor, Washington. "We licensed [it] and made it producible and usable," says Bruce Blakey, president of WESMAR.

The APU is a hydraulic propulsion system that mounts on the aft end of a marine transmission via brackets. Within its cast-aluminum housing is a carbon-fiber belt, similar to those used on motorcycles, that is driven by two gears. An Eaton hydraulic motor driven either directly off the genset or a genset-powered A.C. electric motor,

GARMIN'S TIP OF THE MONTH

DARREN KLINK, NORFOLK, VA

Carry frequently used maintenance part numbers, to-do lists, and shopping lists with you on your smartphone. Use any number of available free apps (try TurboList for the Droid and Easy Note for the iPhone) that will allow you to keep everything in either simple or categorized form. Or go a step further and use your smartphone calendar to remind you to complete maintenance tasks or projects you might otherwise forget.



Contest Guidelines

For your chance to win a **Garmin VHF 100** fixed-mount radio, send your best maintenance tip to **Capt. Bill Pike** at bill.pike@pmymag.com. One winner will be drawn from all entries each month. No purchase necessary.

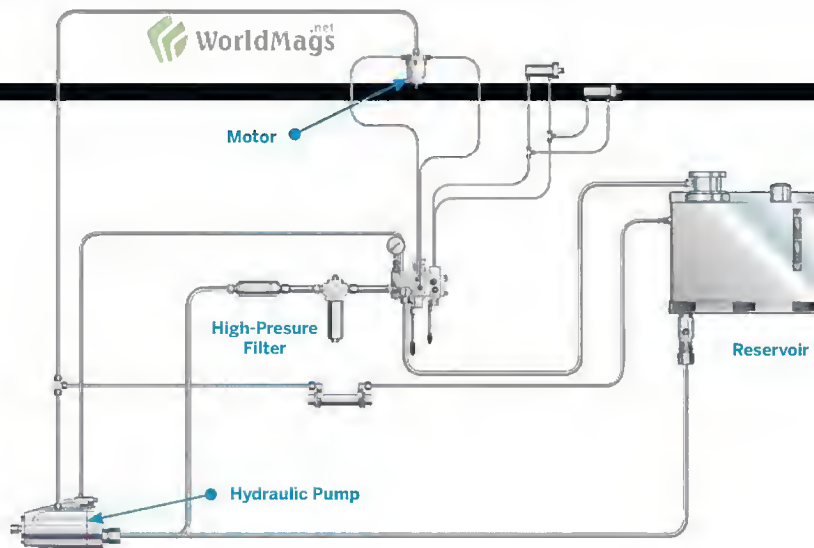


Garmin VHF 100

Illustrations by Steve Karp

attaches to the upper gear. The prop shaft passes through the larger lower gear. When the APU is engaged, two small cylinders on the housing push it forward and rotate the unit slightly to align two drive rings, one on the front of the APU and the other on a five-inch shaft coupler on the back of the transmission, that lock onto the prop shaft. The hydraulic motor turns the gears, which rotate the belt to spin the propeller. When the APU is not in use, limit switches on the hydraulic cylinders hold it in place abaft the transmission to ensure that it doesn't accidentally engage.

In the event of an engine failure, the helmsman simply turns off its electrical power source and powers up the generator for either hydraulic or A.C. power. (Obviously if there's a central hydraulic system that's driven off the engine, he'd better have one of these two options.) A helm panel includes a key that when turned provides power to the APU, a start button, and a joystick. Among the improvements WESMAR made over the original unit are the helm start and allowing the unit to shift into reverse for easier docking. The APU works on either 12- or 24-volt D.C. systems



To simplify installation, WESMAR offers diagrams, such as this schematic of a hydraulic system that can provide power to the APU.

and needs a dedicated circuit breaker.

WESMAR has been installing the APU mainly in single-engine trawlers; I saw it on the Selene 45 when Capt. Bill Pike tested that boat. WESMAR says it has also received inquiries from whale-watching boats because of the APU's quiet operation.

WESMAR offers the APU in two sizes. The 200 series has a maximum rating of 25 hp and can take up to a 2.38-inch-diameter prop shaft. Pricing starts at \$10,695. The 300 series maxes out at 100 hp, takes a prop shaft of up to 3.38-

inch diameter, and lists for \$12,400. Prices do not include installation. Expensive? Compared to the cost of a second engine and the required running gear—not to mention the additional mechanical complexity and hydrodynamic drag—it's a good deal. And, as they say in those MasterCard commercials, being a hero in an emergency is priceless. PMY

WESMAR
(425) 481-2296
WWW.WESMAR.COM.

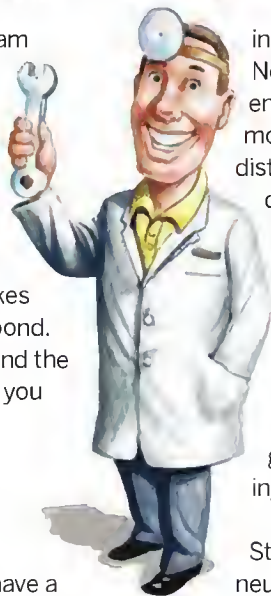
Q&A

PROFESSOR DIESEL

Q: I have a 39-foot Bertram with twin Volvo Penta TAMD74P-A diesel inboards. The starboard engine, if left idling for a couple of minutes—say, while I'm fishing over a wreck—will not rev up afterwards. Instead, it takes 30 to 40 seconds to respond. The fuel filters are new, and the fuel onboard is clean. Do you have any ideas?

—**John Steward**
Destin, Florida

PD: With the starboard engine switched off and you in the engine room, have a friend move the throttle lever at the helm to full throttle. The point here is to make sure the throttle lever at the engine touches the high-speed adjust-



ing stop on the fuel-injection pump. Now repeat the process on the port engine, making sure both engine-mounted levers move an equal distance with equal effort. If either does not, check for rusty, kinked, or worn cables.

Next compare the movement of the stop levers on both engines. Sometimes a difference of little more than an eighth of an inch will make an engine lazy. If the starboard lever gets less than full travel, check its injection pump.

And finally, try the following: Start both engines, leave them in neutral, and check the throttle and stop levers as described above. Also, check for adequate fuel pressure (specifications are in your service manual) between the starboard engine's lift

pump and its secondary filter and fuel-injection pump. Also check turbo boost and turbo reaction time. Low pressure or slow spool-up may mean a worn-out turbo or a plugged mixing elbow or exhaust system. I've seen mufflers plugged with muskrats, eels, fish, dirt, and other undesirables.

I believe your engines also have intercoolers; they should be removed and cleaned occasionally as they can become clogged with marine growth, scale, and other obstructions. If all these engine-related aspects check out, it is possible that prop shaft alignment or other drive-train issues are your problem, especially if that sluggish starboard engine throttles up quickly in neutral.

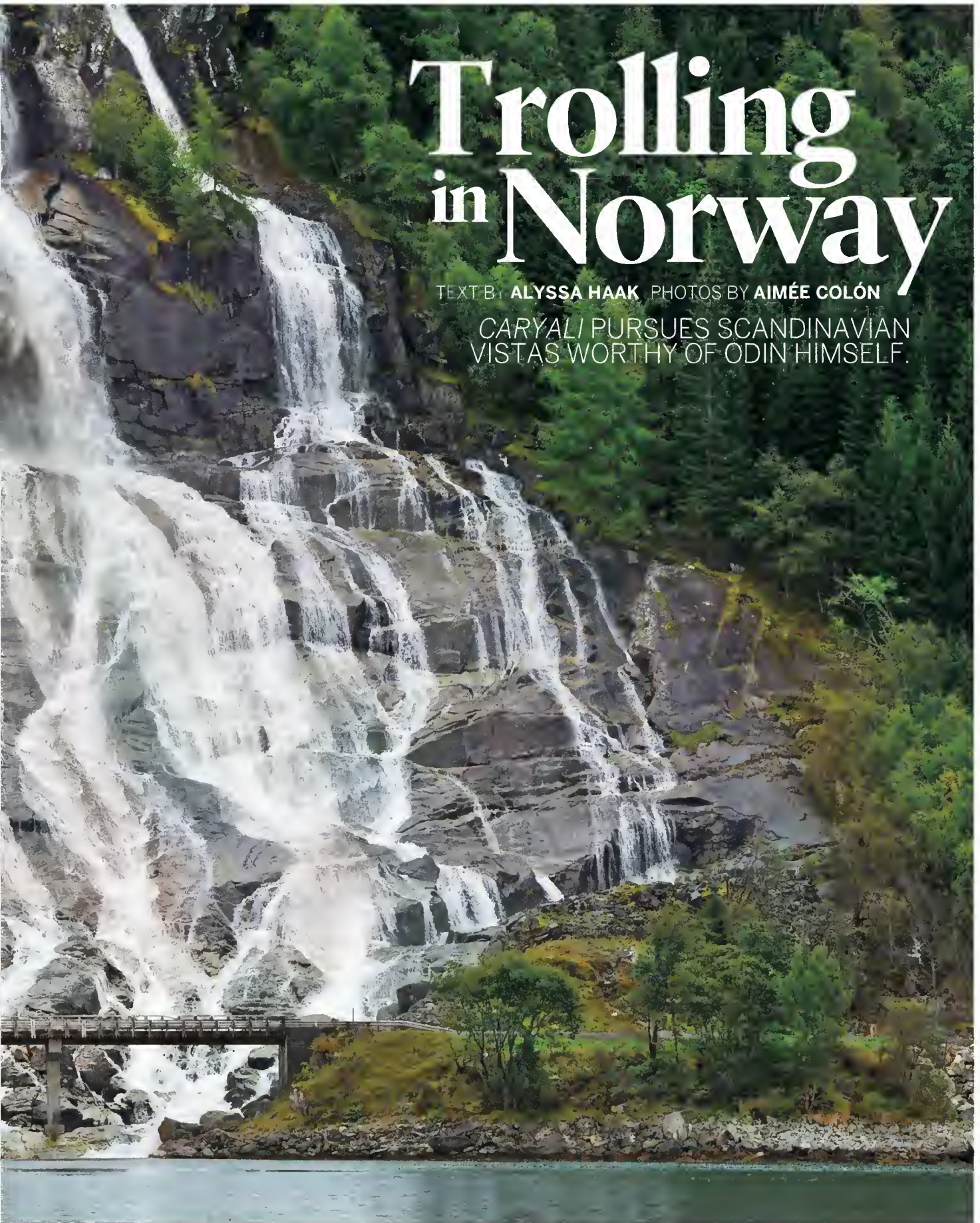
➔ **Professor Diesel** is Larry Berlin, director of Mack Boring's Training Services division.



Trolling in Norway

TEXT BY ALYSSA HAAK PHOTOS BY AIMÉE COLÓN

CARYALI PURSUES SCANDINAVIAN
VISTAS WORTHY OF ODIN HIMSELF.





To begin preparing for a trip to Norway, I checked the weather (cool and rainy) and the charts (much farther north than I'd thought). But the most interesting part of my pretrip research was discovering that all the Scandinavian pop-culture references I could think of were Swedish. Ikea? Swedish. Stieg Larsson? Swedish. Even the chef on the Muppets was Swedish. All I was left with was trolls and Vikings.

Fortunately I'd be cruising Norway's fjords aboard the first Nordhavn 86, *CaryAli* so I'd be able to see the country from a more intimate perspective. Combining Nordhavn's renowned seaworthiness with the trideck luxury of a mini megayacht, *CaryAli* was sure to protect us from the cold and those trolls.

The city stretched out before us in what we'd soon identify as the colors of Norway: burnt ochre, brick red, and white.

I knew Vikings had stopped pillaging centuries ago, but now was our turn to sail their shores and explore their lands—though I only expected to return with postcards and gift-shop trinkets.

Our party landed in Norway on a Wednesday. In Norse mythology, Wednesday was named for the father of the gods, Odin. (Etymology indicates that Odin could also be spelled *Woden* hence Woden's day or Wednesday.) As the god of the sky, war, magic, and wisdom, his patronage promised to make our cruise through the fjords interesting.

But we first had to get onboard. Captain Adam Steel led the way with a quick leap from a commercial dock edged with a short metal I-beam, a structure we'd encounter on other Norwegian docks. But on my first boarding, it was daunting as the beam was damp and slippery from the misty air. Indeed, this particular Wednesday in early September was just one of the area's estimated 300 rainy days each year. With the midnight sun no longer shining, the weather had turned fickle—



overcast and damp one minute, gloriously warm and sunny the next.

So photographer and PMY art director Aimée Colón, my friend Amy Thomson, and I passed first our bags and then ourselves over what seemed to us to be a crevasse of death, fortunately without incident. After meeting the crew and quickly settling into our cabins, we set out to explore Bergen, Norway's second-largest city, with stewardess Amber Steel and mate Ryan Keany.

It's a beautiful old city nestled between two mountains, one featuring a tram that climbs at a 26-degree angle to the top, which would be our first tourist experience. Waiting at the bottom in the small cave that serves as the tram station, I couldn't even see sunlight filtering down through the clouds. But once we were on top, the city stretched out before us in what we'd soon identify as the colors of Norway: burnt ochre, brick red, and white. Unfortunately our subsequent explorations of the quayside fish market and the UNESCO historical site of Bryggen, with its crooked, timber-supported



Clockwise, Top left: The bright colors of Bergen's Bryggen district would be repeated throughout our trip. CaryAli departs into Norway's out islands. Capt. Adam Steel navigates from the helm. Bergen, Norway's second-largest city, bustles with activity.



Clockwise, Top left:
Kayaking back to
CaryAli. Chef Dan
Hewison details
the day's lunch.
Amy Thomson gets
familiar with her
catch of the day.



buildings, were cut short by cold, drizzly rain. But as our silver lining, we were driven back to the yacht for our first dinner of local scallops (caught that morning) with a blueberry salad.

Odin had smiled upon us our first day, clearing the skies, and we took full advantage of the warm late-summer sun during our five-hour cruise south through the out islands—*skaergard* in Norwegian. The number

of homes along the coast began to decrease until they eventually became a rare sight.

Capt. Adam found a small cove near Harpeskallen that was the perfect place to drop a couple of fishing lines. As soon as the hooks hit the water, Ryan was reeling in a mackerel. No matter who held the rod, the results were the same: a fish at its end. But when I reeled in my catch it turned out to be what I referred to as the “red poison fish of death,” and the captain lunged for gloves and pliers to pry the fish off the hook.

Poison death fish have a way of ruining a perfectly enjoyable afternoon fishing session, so *CaryAli* soon resumed her cruise through the 600-foot-wide pass of Luksundet, which was topped with a snowy glacier that blended seamlessly with the low-hanging clouds. With its 180-degree views, the helm table was the ideal place to sit and watch the waterway narrow and the cliffs rise around us.

Once we were on the other side of the pass, we anchored between the out islands of Nordøya and Terøya and the mainland. In the quiet of the afternoon,



we had two options to explore: a kayak or the 19-foot Zodiac RIB.

Amy, Aimée, Ryan, and I tried our hands first at the kayaks, in which we circled the one-house island of Terøya. But though Nordøya and the shore seemed close, we deemed it more efficient to investigate them by tender. As Ryan piloted the tender close to the cluster of buildings, we could tell they were empty. (Chef Dan Hewison collected wild blackberries and snail shells from the rocks, excitedly referring to them as “delicacies.” I hoped they wouldn’t appear on my dinner plate that evening.) The same was true of the other island: Nordøya seemed to be only inhabited by goats.

Back aboard Amy and I had stretched out on the sun-deck to take in the warm late afternoon sun when Amber suggested we test the hot tub. The water heated quickly,

A small cove near Harpeskallen was the perfect place to drop a couple of fishing lines. No matter who held the rod, the results were the same: a fish at its end.

Illustration by Steve Stankiewicz





and as the bubbles started to gurgle, we couldn't feel even a hint of chill in the air.

After the day's activity, Aimée, Amy, and I sat down for dinner at *CaryAli's* indoor dining table and discovered that the table setting reflected our day's adventure: Pinecones that Amber had collected surrounded vases of thistles and greens similar to what we'd seen during our

walk. Chef Dan had prepared a meal that combined his international experience and regional flavors. It began with small crawfish tails with a side of cauliflower puree topped with a wasabi dressing for a touch of heat—a light start that left plenty of room for the main course of pork tenderloin served over a risotto with a jus of juniper.

The next morning the weather turned into what I'd come to expect as the clouds and mist began to gather. While underway to Hardangerfjorden, one of the smaller fjords, we dined on a breakfast smorgasbord of pastries and coffee. Outside, water from the glaciers trickled down the steep rock faces that surrounded the fjord. Here, we encountered the first town to show signs of life since Bergen: Sundal. But besides a small campground with a few RVs, most of the activity was at the nearby salmon farm where the fish were penned in by nets and skipped across the water on their tails.

We spent our last night aboard docked at Rosendal,



Outside, water from the glaciers trickled down the steep rock faces that surrounded the fjord.



which we reached just in time to explore the tiny galleries of local artists before they closed. It was dinnertime, and for a change, Chef Dan abandoned his galley for the sundeck grill and the formal dining table for the outdoor one. Despite wind and rain, we were warmed by the heat of the grill and protected from the elements by isinglass as we ate cheeseburgers, lemon chicken, potato salad, and homemade coleslaw.

It was a straight shot back at 8 knots to Bergen the next morning. The sunny weather of our first day was just a memory, as the cold intermittent mist had become steady. But Aimée, Amy, and I each found a comfortable chair or sofa in the main saloon, each wrapped up in our own blanket, and settled in to watch the islands go by. And as we alternated between reading and looking, the ride was silent except for the soft snap of the rain against the windows, creating the perfect ending to a cruise spent in the quiet Norwegian fjords aboard *CaryAli*. PMY

■ NORTHROP & JOHNSON

(954) 522-3344.

WWW.NORTHROPANDJOHNSON.COM.



Clockwise, Top left: Cruising into Hardangerfjorden. Many of the houses we encountered appeared to be empty. Hewison displays another delicious creation. An onshore hike is a great way to work up an appetite.

Like a Flash

DANISH YACHTS
BUILDS
TO THRILL.

TEXT BY
ALAN HARPER





T

Specifications

Construction:	Composite
Classification:	DNV +1A1 HSLC Yacht R3/MCA
Fuel capacity:	5,283 gal.
Water capacity:	1,585 gal.
Engines:	2/2,639-hp MTU 16V 2000 M94s
Gensets:	2/Kohler, 50kW and 40kW
Watermakers:	Hydro Electrique Marine
Windlass:	Maxwell
Navigation:	Furuno, B&G
Air conditioning:	Servex
Exterior design:	Espen Øino
Interior design:	Art-Line
Naval architecture:	Danish Yachts

here are various types of efficiency that people talk about when considering fast motoryachts. There's the efficiency of the hull form, which must be as slippery and easily driven as possible—though without compromising seakeeping too much. There is the efficiency of the jet propulsion, which like surface drives, works best at high speed and can return surprising fuel consumption and range figures, even with the hammer down. And then, notwithstanding the previous item on the list, there is the efficiency with which the vessel consumes everything from adrenaline to diesel, not forgetting, along the way, vast quantities of cash.

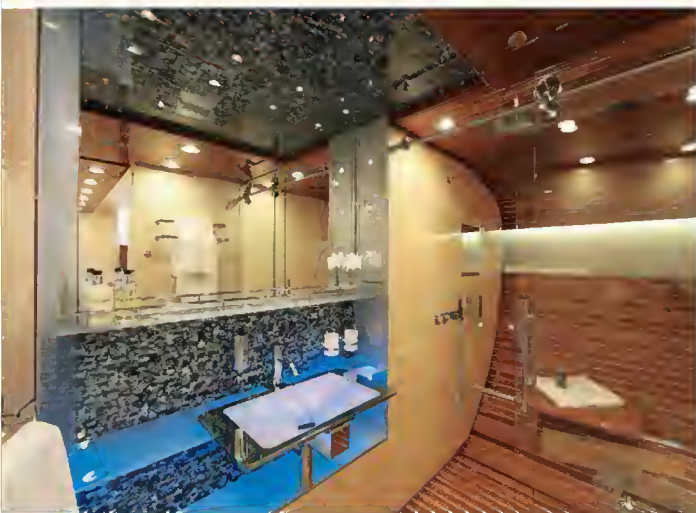
In every one of these senses, Danish Yachts' amazing new Aerocruiser 38 II *Shooting Star* is one of the most efficient high-speed craft ever devised. Very few shipyards have even attempted to build anything like her, and none has pulled off the feat with such aplomb. This is a 127-ton gentleman's express with an asking price somewhere north of \$25 million that's capable of almost 48 knots (55 mph). With more than 9,000 hp and a 17-ton fuel load, she can keep up that velocity for more than 500 miles—and although throttling back to half-speed cuts fuel consumption by half, it adds only 15 percent to her range thanks to the high-speed efficiency of the waterjets. The hull is a constant-deadrise 17-degree deep-V.

This might seem like uncharted territory, but Danish Yachts has been here before: *Shooting Star* might well turn out to be the extraordinary one-off she looks like, but in giving the project a model name, the shipyard is not only looking forward (hopefully) to future orders but also back to the yacht's 115-foot predecessor, the 53-knot *Moon Goddess*, which launched in 2006.

Before that, the yard, founded in 1988 and perhaps best known for the beautiful replica of Harold Vanderbilt's 135-foot J-Class sailboat *Ranger*,



Above: Starship *Enterprise*—the extraordinary pod-like wheelhouse. Note the gap in the bulkhead, and the glass panel overhead.



which it built in 2004, cut its teeth on composite patrol boats, mine-sweepers, and training vessels for the Danish navy. Among its latest designs is a new 124-foot (38-meter) *Guardian* fast-patrol-boat design, which shares *Shooting Star*'s hull shape and machinery package but adds a ramp-launched RIB in the stern, accommodations for a crew of 20, and a 700-mile range at 52 mph.

Not being a big name in the luxury yacht market, Danish Yachts hired a heavyweight designer to lend the project some marketing clout. The Monaco-based Norwegian superyacht specialist Espen Øino styled the exterior, working from Danish Yachts' own hull

design. He describes the new yacht as an evolution of *Moon Goddess*, which he also styled, but with higher bulwarks to better disguise the height of the superstructure.

For the interior, the Danes went to Holland. Art-Line of Arnhem created an innovative accommodation layout both above and below decks finished in light fabrics from Dedar and Sahco Hesslein, white lacquer and leather, and pale, curvaceous panelling in maple and teak—a scheme inspired, they say, by the sea, sand, and sunshine of the Danish shoreline. This is a yacht that will be easy to live with, whether you're enjoying the scenery at anchor in some secluded cove

Top: The deck saloon under its huge sliding sunroof. **Above:** The bow master has an en suite head, left, and glass deckhead panels.

LIKE A FLASH



or, as Danish Yachts' marketing people are fond of saying, making the 60-minute passage between Monaco and Saint-Tropez. (That's 45 NM.)

Huge areas of glass in the superstructure are augmented by the biggest sliding sunroof you're ever likely to see. The glass continues forward of the windscreen in four lateral panels in the coachroof that illuminate the owner's cabin. But the interior design's tour de force is undoubtedly the central structural ellipse clad in slatted teak that starts at the front of the wheelhouse and swoops right round behind it, as if the ceiling of the lower deck corridor has been peeled back to let in the daylight.

A big aft sunbed sits over the tender garage, while *Shooting Star's*

long cockpit is shaded by an equally long and elegant sun awning that emerges from the superstructure overhang on two tubular-steel supports. Sliding doors in the glass bulkhead lead into the saloon, with a bar on the starboard side opposite the dining table and an informal, raised, L-shape seating area to port with a huge Neuer Wiener Werkstätte sofa. It's directly beneath the sunroof and on the perfect level to enjoy those giant windows or, should the view ever pall, to view the huge TV concealed in the cabinetry.

The wheelhouse is exceptionally businesslike, designed as it was by the shipyard with input from maritime nav and com specialist Radio Zeeland. The helmsman's and navigator's seats face an array of five monitors, shielded from reflections by a louvered screen with blinds

Above: The view from the sunpad atop the tender garage, right through the cockpit and saloon to the wheelhouse and the distant bow.

overhead to shade the crew. Four seats, with footrests, are provided along the aft bulkhead for backseat drivers who will enjoy the space-age quality of that extraordinary elliptical curve to the floor and ceiling.

The lower-deck companionway leads down behind the wheelhouse on the starboard side, cutting forward to the guest cabins and aft to the crew area. The owner's suite is in the bow, with ample floor space on either side and a spectacular bathroom concealed behind the forward bulkhead. Two symmetrical twin-berth cabins to each side of the corridor are augmented by a roomy double VIP suite to port. Opposite and occupying an area that could easily become a fifth cabin lies another of *Shooting Star's* many surprises: a cozy, private TV lounge almost filled by a huge L-shape sofa, with its own head compartment.

Signature pieces of furniture in the accommodation areas add quirkiness and character: an amusing Stefan Heiliger "question mark" chair in the master stateroom and an intricate, cantilevered coffee table in the saloon that looks like something Saarinen might have doodled but was in fact custom-made to an Art-Line design. Blue LED lighting and glittering mother-of-pearl mosaic tiles in the bathrooms lend an air of luxury and intrigue.

Follow the corridor aft and you find yourself in a generously proportioned crew area dominated by the large, square galley with its combined island counter and dining table. There is a laundry room aft, and two twin-bunk cabins with a shared head lead off to starboard. These look comfortable enough but the biggest smile belongs to the captain who has a positively palatial (for a 125-footer) suite complete with double berth, desk, shower, and head that almost spans the yacht's full beam.

It is a tribute to Danish Yachts' craftsmanship that *Shooting Star's* beautiful finish looks and feels so solid. From the immaculate engine room and flawless technical areas concealed beneath the floors to the quality joinery and fine, millimeter-perfect fairing of the exterior, you don't really get a sense that weight was an issue. And yet, displacing 127 tons (empty), the yacht is constructed of a high-tech composite of epoxy resin and carbon fiber vacuum-laminated around a foam core.

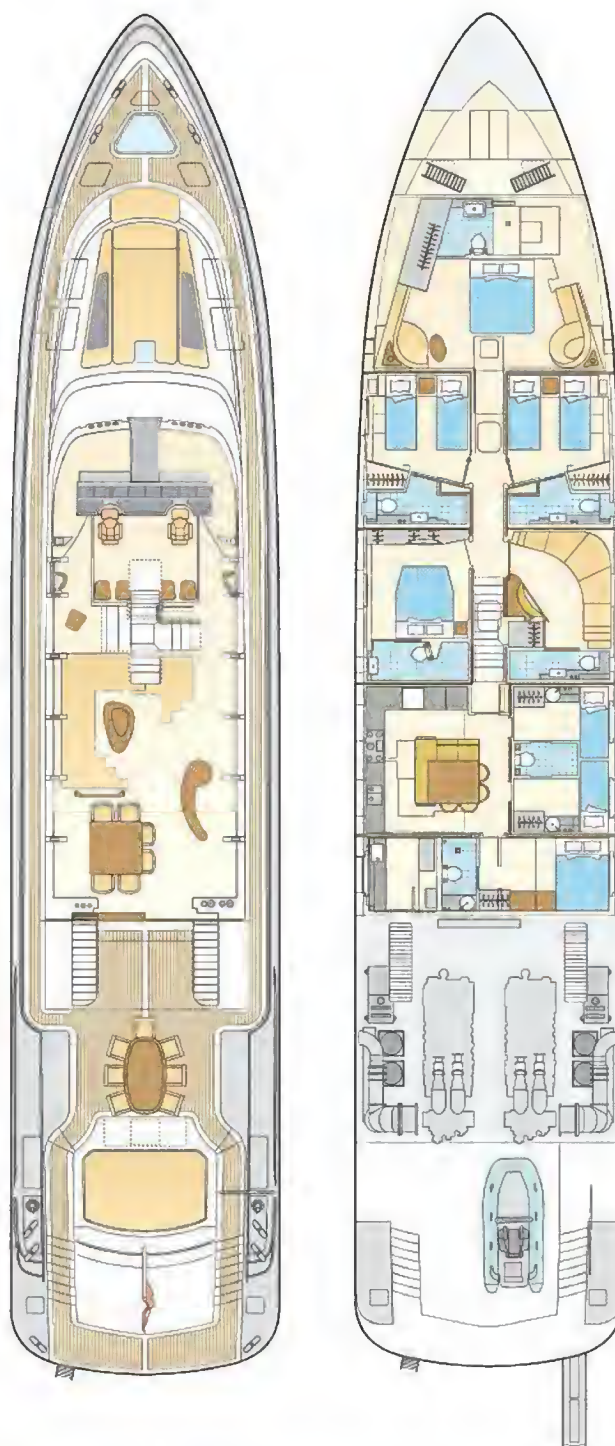
Building to her design weight was crucial, of course, if she was to hit her design speed, and in fact, as the shipyard's design manager confided, she turned out within four percent of her target displacement.

Now that's what I'd call efficient. PMY

■ DANISH YACHTS

(+45) 9845 4200.

WWW.PMYMAG.COM/DANISH_YACHTS.



NEED TO KNOW

DANISH YACHTS
SHOOTING STAR

LOA: 124'8"

BEAM: 24'7"

DRAFT: 4'5"

SPEED: 47.8 knots

STD. POWER:

2/4,613-hp MTU 4000 16V

ACCOMMODATIONS:

1 master, 1 VIP,
3 guest, 1 crew

Above: A 5:1 length-beam ratio combines with an oversized engine room and aft stowage areas to betray the yacht's military roots.



Cruise Control

TEXT BY **JASON Y. WOOD**

FIND A CHARTER AGENT YOU TRUST
AND TELL THEM YOUR VACATION
DREAMS—THEY'LL DO THE REST.

T

he best times you've had with family and friends have been on the water, on your own boat. Why not sample some of the other waters around the world—the warm, clear Caribbean and the sophisticated Mediterranean leap to mind—and book a charter for your next group vacation? Even if you've never considered one before, now is a good time to look into it. Here's why: Charter yacht owners are eager to negotiate deals with responsible clients to get their boats booked. While those looking for deep discounts often will be rejected, potential clients who ask for a reasonable rate adjustment—think on the order of an extra day for free—may be delightfully surprised.

And the delights need not stop there. Surprising your children with carefully laid vacation plans aboard a yacht should be one of those moments to record on video for later viewing at the Parent of the Year Awards. And you haven't even set foot on the boat yet, where memories will be made and proclamations of The Best Vacation Ever will be heard. The trick is to consider the needs of everyone coming along, and then communicate them to a broker you trust.

Charter brokers are the key to the whole program. Find a good one and he or she won't steer you wrong. Most people find a charter broker by getting advice from people they trust—if you know someone who has chartered a yacht, get their take on their experience and ask for their suggestions. You'll know you have the right broker when he or she starts asking questions like these. "I have to find out *where* they want to go, *when* they want to go, what is their budget, how many passengers they have, if there are any small children," says Ann Landry,

A charter can be nonstop fun—if that's what you want it to be.

Photo courtesy of Northrop & Johnson



Debra Blackburn

a charter broker with Northrop and Johnson. "What are they looking for? The glitz and glitter tour in the Mediterranean or are they looking for a dynamic watersports charter in the Bahamas?"

Charter brokers have a wealth of knowledge, and it's their business to match you with the right experience. Use them to your advantage. "As charter brokers we spend a lot of time researching the different yachts," says Debra Blackburn, a charter broker with Fraser Yachts. "We visit the yachts, we travel with them, we spend time with the crew, we inspect the yachts on a regular basis, both in the Caribbean and the Mediterranean, and then other areas throughout the world where yachts may be going. When a client comes to us, we have firsthand current knowledge of what will be the best yacht for them."

Be straight with a charter broker in terms of your expectations. If you plan on having a certain number of people along for the ride, that number ceases to be a variable and becomes a criterion for the charter—so if it could change, you need to tell the broker. "Don't say you're coming with eight people and show up with 12 when your boat only sleeps eight people," warns Barbara Stork, a charter broker with the International Yacht Collection. "Unless it's a true commercially registered boat—and there aren't many that do luxury yacht charters—you can only take the maximum that you can sleep. But you can't charter a boat and just show up with extra people,

because it's not legal and the crew can't do it."

If you're planning your charter around school vacations or other firm dates, you need to explain that too. But if your schedule is flexible, share that information—it may open up boats that would be eliminated by a fixed timetable. Just as when you're cruising on your own boat, flexibility is a huge benefit if problems should arise, such as inclement weather.

Another area where you should be upfront is your budget. Good brokers will explain what the real costs will be. "Typically on a motoryacht you will have a charter rate and your operating expenses," says Sue Flammia, an independent charter broker with A Yachting Holiday. "You pay those expenses in addition to the charter rate. Your food, beverage, fuel, dockage, any cruising taxes, and any other operating costs are additional expense to a charter."

Brokers generally calculate an advanced provisioning allowance, called an APA, at 30 percent of the charter rate. It's an estimate of expenses, but charters sometimes cost more, for which you will be billed. For example, fast boats use a lot more fuel. Or, if you want to stay at the dock more than be at anchor, you're going to have more



Ann Landry



Barbara Stork

dockage costs. And if you have really expensive taste and enjoy fine wines, champagne, and caviar, food and beverages will be more expensive.

And then there's the tip for the crew. "While the gratuity is at the charterers' discretion, we quote a range of 10 to 20 percent," Flammia says. "Crew now have gotten used to 15 to 20 percent. They feel if they get anything less than that, they haven't done their job right. Crew work incredibly hard, keeping the boat maintained and clean and putting the toys in the water for the guests, and

they try to make sure guests are having a wonderful time, as well as being safe." Those yacht crews are the last, best reason to communicate openly and honestly with your charter broker. If your broker gets to know you and what is important to you, he or she can match your personality to the crew's—a benefit whose value will prove immeasurable.

"The crew come into play a lot," Stork says, "because once you find a boat for the guests, it's the crew that has them onboard. They come up with suggestions because they know the area they cruise." The crew will know the best ways to entertain the guests, and the best alternatives when conditions don't cooperate.

Begin thinking now about your next yacht



Sue Flammia

charter, and book early for the widest selection of boats with open calendars. After all, it's never too soon to start planning The Best Vacation Ever. PMY

■ INTERNATIONAL YACHT COLLECTION

(954) 240-5771.

WWW.IYC.COM.

■ NORTHROP AND JOHNSON

(954) 522-3344.

WWW.NORTHROPANDJOHNSON.COM.

■ FRASER YACHTS

(954) 463-0600.

WWW.FRASERYACHTS.COM.

■ A YACHTING HOLIDAY

(954) 553-5525.

AYACHTINGHOLIDAY@COMCAST.NET.

From top left: Tell your charter broker what you like—swimming in remote coves, eating well, or just enjoying the sun with family and friends.



Ghost Ship

A WAYPOINT FOR
CRUISING YACHTSMEN,
THE S.S. SAPONA HAS
A HISTORY RIFE WITH
MYSTERY AND
INTRIGUE.

TEXT BY **KEVIN KOENIG**
PHOTOS BY **JIM RAYCROFT**

J

ust south of Bimini, a ghostly apparition rises from the crystalline depths, a shipwreck so sun-bleached and battered it resembles the skeletal rib cage of some Leviathan, long-deceased and now resting peacefully in paradise. But this is no ordinary wreck, and the S.S. *Sapona* was no ordinary ship. She's got a history as colorful as the schools of tropical fish that flicker among her crevices and crags.

Perhaps the most curious thing about the *Sapona* is that she was constructed—somewhat counterintuitively—out of concrete. That's because during World War I, steel was a precious resource, and shipbuilders were pressed to find

Left: Though ravaged by the years, *Sapona* remains a popular recreational attraction.



alternative materials for hulls. The French had been using concrete to build boats as far back as 1848, but the material had enjoyed little popularity due to its excessive weight and resulting high operating costs. However, concrete itself was cheap and plentiful, and in the strange vagaries of a wartime economy where labor was plentiful but steel was not, its time had come round at last. Soon after he asked Congress for a declaration of war, Woodrow Wilson approved the Emergency Fleet Program, which commissioned 24 steel-and-reinforced-concrete ships to be constructed in order to aid the war effort.

Sapona was built by the Liberty Ship Building Company of Wilmington, North Carolina, and slid down the ways just a tad late to serve her country—in January 1920. Actually, because the war ended shortly after the United States became involved, only 12 of the 24 ordered

ships were ever built and very few of those in time to see action. But while most of her concrete sisters were destined for pedestrian careers as breakwaters and barges, *Sapona* was on a much different course—one charted for intrigue and ignominy.

After a brief stint in Miami where she was used for oil storage and dredge work, *Sapona* was sold to an Englishman named Bruce Bethel. Bethel is one of those myriad industrious and ephemeral characters that linger on the murky outskirts of history. He was no doubt something of a name in his day, yet the passing years have nearly swallowed him whole. An officer in the war, Bethel had lost an arm while serving and subsequently retired to Bimini where he became a rum smuggler of some renown. After purchasing the ship, Bethel towed her to a mooring just offshore, where he used her to store his prodigious stock of illegal liquors. He apparently had designs on turning the ship into a nightclub as well, but cruel fate would come howling across the Atlantic before his plans could reach fruition.

The Storm of 1926 was described by the U.S. Weather Bureau as “probably the most destructive hurricane ever to strike the United States.” Indeed by some estimates it would claim the lives of 800 South Floridians, but not before first scouring Bimini with 150-mph winds and waves torn from the pages of the Book of Revelation. *Sapona* never stood a chance. The sea plucked up the ship and dropped her on a reef in 15 feet of water four miles away from Bimini. There it thrashed at the ship





until her stern ripped free, spilling all of her precious hooch into the water, gone forever. *Sapona's* three-limbed owner never recovered financially, though he would stagger on—allegedly with a tenuous grasp on his own sanity after an incident in which he was cast adrift at sea, clinging to a piece of timber in shark-filled waters—until he died penniless in 1950. And thus ends the woeful tale of the rumrunner Bruce Bethel.

But *Sapona's* story was far from over. At the outbreak of World War II, U.S. Army Air Force and Navy brass quickly realized that the vessel would provide excellent target practice for their fighter planes and bombers. And so day after day, warplanes on training missions strafed the ship to Swiss cheese with deadly 50mm machine gun rounds and bombs. It was just such a mission that would further cement *Sapona* in the history books. On December 5, 1945, a squadron of five TBM Avenger torpedo bombers led by Navy Lieutenant Charles Carroll Taylor took off from Naval Air Station Fort Lauderdale (now Fort Lauderdale-Hollywood International Airport) headed for *Sapona* and the nearby Hens and Chickens Shoals. They made their runs there but after losing radio contact with the ground and becoming disoriented, the planes and the 14 men aboard disappeared—neither they nor any trace of them or their aircraft was ever seen again. Two rescue planes searching for them shortly after the disappearance vanished as well, thus sparking the legend of the Bermuda Triangle, one of the world's most enduring paranormal fascinations.



Clockwise from top left: The wreck lies just outside Bimini's harbor. Docile stingrays expect a snack in the surrounding waters. If you climb on top of *Sapona* you'd be wise to watch your step. The doomed crew of the Lost Squadron, who never returned. The nearby cays are tender accessible.

Today *Sapona's* reputation has shed some of the harrowing patina of her past, and she is appreciated as a popular destination for the divers who still find 50mm casings on the surrounding sea bottom. Her bow is scarred with good-natured graffiti, and adrenaline-minded daredevils have rigged up a crude set of rappelling ropes amidships. For those familiar with the boat, it is considered a rite of passage to climb those ropes, navigate across *Sapona's* bomb-ravaged carapace to her bow, and then launch themselves into the water some 40 feet below. Thrilling? Yes. Bold? For sure. But those (mostly young men) who dare to take the leap should take heed that they are not the first reckless hearts to know *Sapona*, and as long as that ancient ship crests defiantly from the sea, they surely will not be the last. PMY



I

think I'm, like, smack in the middle of the jungle," I said into my cell phone, checking in for the night with my girlfriend after a full day spent hopscotching through the Western Hemisphere. I had started out in New York, and from there flown to Miami, then on to San Jose, Costa Rica, and had finally been driven three hours on a dark and flood-prone rural road, all to get to the sleepy Pacific Coast town of Quepos. And I had just walked into my hotel room at the Si Como No resort, a small group of cottages nestled atop a steep hill and all but swallowed by dense rainforest. At night, the hotel is pitch black due to a dearth of lights perpetrated by its owner's (and seemingly nearly everyone else in Costa Rica's) eco-mindedness. As I groped like a blind man across the room towards a curtained, panoramic window which I could just make out in the low light, I wasn't quite sure what I had gotten myself into. When I gingerly pulled open the curtains, all I saw was the kind of dense, bottomless darkness that must have spawned the phrase "fear of God." "Yeah," I affirmed into the phone, "it must be jungle out there as far as you can see."

The next morning I awoke early and unusually refreshed and ambled back over to

the window to see the previously unseen. I lunged open the curtain, and I'll never forget it—my jaw dropped. I was on a vista overlooking the mighty Pacific, an azure sky starkly contrasted against the steel-gray ocean. In the middle distance, a fist of island punched up out of the water, so densely vegetated it looked like a Chia Pet gone to seed. In the trees right in front of me small monkeys leapt back and forth screeching at one another—and what was *that*? To my right a prehistoric-looking thing that looked like a cross between a piglet and a deer scuttled off into the undergrowth. And all I could say was, "Whoa."

Blame It on the Sun

OFF COSTA RICA'S MARINA PEZ VELA, AN INDO-PACIFIC SAILFISH PUTS THE "TRIP" IN FISHING TRIP.

TEXT BY **KEVIN KOENIG**
PHOTOS BY **KANUTTO FUENTES**

Left: The author battles one of the many large billfish caught off Quepos, Costa Rica, on a recent trip. The only thing hotter than the sun was the action.



Photo courtesy of CanyonGear.com



I was in Costa Rica to visit Marina Pez Vela (*pez vela* means sailfish in Spanish), a full-service marina with high-end condos and a luxury shopping area under construction that has its hopes set on becoming a Mecca for boaters and sportfishermen alike. And it being February, I was in luck—it was sailfish season. Thirty-five miles out, probably just beyond where I could see from my hotel, the continental shelf broke off into deep water, creating a purported fisherman's paradise where giant Indo-Pacific sailfish—a significantly larger subspecies than their Atlantic Ocean cousins—gorged on dense wads of bait and free-jumped from the cerulean waters for reasons known to no one but themselves.

I was pumped to catch one of these things as well as maybe one of the species of marlin that populate the same waters. In my excitement I could be forgiven if—as the boat chugged from the docks in the early morning hours of our first day of fishing—I seemed somewhat disinterested when a marina employee pointed out the marina's cofferdams, a sturdy chain of cement monoliths encircling the development. “Those things are 38,000 tons a piece and built to withstand a 7.5 earthquake or a hundred-year storm,” the employee bragged. “We wanted them because they're the biggest and baddest way to protect the boats in the marina.” At the time, I dutifully made note of the cofferdams—thinking them a bit on the macho-overkill side—and retreated to my seat on the gunwale. But in retrospect, after the tsunami in Japan and all the other recent turmoil in the natural world, I can't help but think that having your boat under the aegis of such colossal brawn may well be wise.

After about an hour we reached the fishing grounds, dropped in our lines, and began to wait as the boat trolled steadily through the swells in S-shape patterns. Giant rays burst from the water off our bow and flopped back down in graceless freefall. A pitiless equatorial sun screamed down on our heads as the mates—Carlos and Gabriel—took cover behind silky balaclavas, calling to mind

Sandinista fighters as they scanned the water's surface relentlessly for signs of our prey. And still, we waited. As the morning slid toward noon the mates began to fidget. The captain, Reymond Rodriquez, seemed nervous as well, routinely calling in the baits and zipping over to fresh patches of ocean. In the distance, other sportfishing boats poked lazily along, even from afar their anticipation palpable on a near-windless sea.

The first fish hit with the urgency of a firefight, and the boat was instantly ablaze with frenetic action. The captain saw it first, the fish closing on the bait with lethal athleticism. “Tea-sirs! Tea-sirs! Tea-sirs!” he roared from the flying bridge as the fish approached, his otherwise impressive English losing its polish in the heat of the moment as he violently cranked in the teaser lines. The mates shot from their respective spots on the gunwales like two NFL defensive tackles bursting off the line. One set the hook as the other fitted me with the fighting belt, and then I began to reel. And reel.

The fish dove immediately after taking the bait, and we weren't sure what was on the other end of the line at first, though I knew sailfish usually range between 100 and 120 pounds and whatever was down there fighting for its life felt heavier than that. For a brief moment, the tug on the line abated. Instantaneously from above came the captain's shouts, “Reel! Reel! Reel! Here he comes!” The striped marlin rocketed across the ocean's surface like a runaway submarine, a thin sheen of smooth seawater rushing up over its head as the crew exploded in cheers. “Two-hundred pounds, easy!” shouted someone. I was sweating in the thick afternoon heat as I reeled, but I





couldn't stop grinning through clenched teeth. Then suddenly, having spent all of its pop in the initial charge, the fish relented, and I hauled him boatside for our first catch.

Landing that first marlin was cool, but what I really wanted to do was catch a sailfish. With an all-out speed of 68 mph, it's the fastest swimming thing in the world and considered by many to be the ultimate big game fish. However, with five other guys onboard who were now ahead of me in line to catch the next fish, I wasn't sure if I'd get a chance that day.

My doubts soon quieted as the fish began to chew. Within a few hours everyone onboard had landed either a good-sized sailfish or, in one case, a black marlin approaching 300 pounds. And now it was my turn again. From the gunwale I gazed sternly out over the glittering ocean, as if I had any chance of spotting a fish before the skilled crew, who now stood side-by-side like sentries at the transom.

My sailfish hit the hook like a dart slamming into a dartboard, and the cockpit again exploded with cheers as the fish launched seven feet straight up in the air. "It's a jumper!" yelled the captain, hoarse now. He wasn't lying. The fish was a true acrobat and must have pulled out every trick in its repertoire to try and shake free. It repeatedly tail-walked back and forth across the water's surface like some piscine MC Hammer, moving so fast it looked like someone had hit fast forward on the remote. At one point it ducked over to our starboard side, shot up to the surface, and thrashed its head in the air, its vaguely sentient eye brimming with an emotion somewhere between indignant rage and mortal terror. Then

it dove, zipping around the stern with astonishing speed, the line crackling through the water. "Holy..." I muttered, reeling furiously to pick up the slack. But the slack kept coming as the fish boomeranged up from the depths at a near 90-degree angle to the seafloor, very close to the stern, its powerful tail driving aside great swaths of water, its sail rigid in defiance. Nearer the surface it rushed, from black water into the greenish murk where the sunlight pierces the abyss, and then it erupted from the surface like a missile, its lithe, nearly nine-foot-long body climbing higher and higher into the air not 15 feet off our stern.

Time slowed down for me as the fish reached its zenith, its body now perfectly parallel to the water. The sailfish was a shard of iridescence in the clear air, all acute angles and brilliant blues and greens. Again I saw its eye—this time much calmer than before, and glinting almost as if it were smiling. The animal hung there for one surreal moment, frozen in time and space, our eyes intently locked. Then its mouth began to move—and it spoke. "Not today, *muchacho*," seethed the fish, an instant before breaking free of the line and torpedoing off into the deep. From behind me, cries of dismay rang out from my companions, each one laying out in greater and greater detail how close I had come to landing that beautiful fish. But standing flush against the transom, the rod now light in my hands, my jaw still slack, all I could say in return was "Whoa." PMY

■ MARINA PEZ VELA

(866) 739-8352.

(506) 2774-9000 (LOCAL).

WWW.MARINAPEZVELA.COM.



Clockwise from top left: Reel Easy leaves the confines of Marina Pez Vela. A mate rigs up some tasty ballyhoo. The crew pull a marlin alongside the boat as the author and others look on. Spot the fake. The marina is an ideal home for a fishing boat.



THE INTREPID
475 SPORT
YACHT IS
COMPLETELY
CUSTOMIZABLE
AND RUNS LIKE
AN OLYMPIC
BOBSLED.

TEXT BY KEVIN KOENIG
PHOTOS BY DAVID STEINLAUF

There's No Script

Running anywhere near the top of her RPM range, the 475 will no doubt turn heads. She's big, sleek, exceptionally agile, and



she just flat-out flies. Those four burly Yammie 350s definitely can take care of business.

I blame my father.

He writes with his left hand, and I learned handwriting from watching him. Only problem is, I'm a righty. Thusly, everything I've ever produced from a pen has been smudgy chicken-scratch. So imagine what it looks like when I write down speed, rpm, and fuel burn on *PMY's* boat-test charts as I fly around on the water trying to log different vessels' performance numbers. It's a mess.

Shortly after starting at *PMY*, I learned to transcribe my notes upon returning to the dock. Otherwise I'd have to spend a good chunk of time back at my desk in New York poring over my charts trying to divine just what exactly I meant by that squiggly piece of hieroglyphic I wrote under fuel burn. Is that a nine or a four? I'm pretty sure it's a nine. (No way that's a four, right?)

But a funny thing happened on the way back to the docks after testing Intrepid's flagship, the 475 Sport Yacht, just off the west coast of Florida recently. When I glanced at my chart, I noticed my handwriting looked exactly the same at 1000 rpm as it did at wide open throttle (6000 rpm). And uh, it wasn't exactly like we were puttering around out there. The Intrepid's four 350-hp Yamaha V8s had us screaming across the water at upwards of 60 mph. Not that you could tell. The boat's modified-V stepped hull is so expertly designed and her acceleration is so sublimely smooth that 60 mph felt closer to a more pedestrian 40. I was distinctly reminded of the first (and only) time I drove a BMW 7-series, and hit 100 mph on the Long Island Expressway without even realizing it on a trip out to Quogue. Suffice to say: This boat goes. And at speeds like that, and



Top: A cozy aft master with en suite head awaits. **Above:** That table converts into a third berth. Note the bulletproof portlights.

with an LOA approaching 50 feet, watching her run flat-out from shore should rightfully be considered a spectator sport.

But this boat doesn't just excel at straight-line speed. Her S-turns were fluid and totally controlled even with the hammer all the way down. And at a cruise speed of 51 mph, she turned hardover in just under two boat lengths. At 35 mph, she did it in one.

Ken Clinton, president of Intrepid, proudly maintains that his boats have no competitors, and during a tour of his plant in Largo,

Florida, he set out to substantiate his bold claim to Capt. Bill Pike and me. It soon became clear to us just why Clinton feels this way about his vessels. For one, they are completely customizable. Each boat is built specifically to an owner's needs. The owner signs a contract, puts down a deposit, and then works hand in hand with Intrepid to pick out all of the boat's features. This personalization process makes the 475 an incredibly versatile boat. Are you a serious fisherman? Opt for the aluminum half-tower and outriggers. Into scuba? Get Intrepid's

rock-solid dive door installed in the side of the boat. Then decide if you want it hinged down or in. Or maybe you're really living large (the company counts A-Rod and Jeff Gordon among its customers) and plan on using this 47-footer as a tender for your big boat. That's no problem at all. Intrepid offers special tow and tender packages. Heck, I was on a megayacht last year that had an Intrepid tender with a T-top that raised and lowered hydraulically to fit inside her garage. (That, my friends, was a *big* boat.)

My test boat was tricked out with, among other things, an electrically controlled dual-pedestal helm seat, a fiberglass arch with a hardtop and six lights, a hot-and-cold box transom shower, bulletproof (yes, bulletproof) hull-side windows, one of those dive doors to port (fold-out), a transom door to starboard, enough fire-extinguishing equipment to douse a bonfire, and a partridge in an exquisitely manicured, Nepalese-grown pear tree. But you can get your 475 with whatever amenities you like.

It's not hard to see where the genesis of Intrepid's focus on customization lies. Clinton stares at me blankly for a second when I ask him how he makes his boats so unique. "It's just fiberglass," he eventually chuckles, "I'll cut it, stretch it, whatever." He seemed a little incredulous that every boat company doesn't build its boats to order like his does.

Indeed, the attention to detail in the Intrepid factory borders on fetishistic. In particular, the company has always staked its reputation on having outstanding fit and finish, and as we walk into that part of the factory Clinton noticeably lights up. He refers to the workers here as "artists" and says that with enough care and elbow grease, they can make boat parts look like



The Basics

Standard equipment:

Latham power steering; electronic Yamaha controls; tinned wiring throughout; 4/automatic bilge pumps; 2/ aluminum fuel tanks; pressurized freshwater system; insulated fish-box in cockpit; wet bar integrated into helm station; electric MSD; cabin lights w/ dimmer switches; 9/integrated hullside port lights; 8kw Kohler diesel generator w/ separate 25-gallon fuel tank; dual system

A/C for cabin, 18,000-Btu and 7,000-Btu units respectively; insulated cockpit cooler w/ overboard drain; hull reinforced with Kevlar

Optional equipment

on test boat: Blue Sea 60-Hz shore power system; additional Super Switches for high-water alarms; custom dual-pedestal helm seat w/ electric controls; custom textured dash paint; dive door in port hullside; easy access remote

dipstick for generator; fiberglass arch w/ hardtop and six lights; helm fire extinguisher fixed in fiberglass bucket; high/low electrically actuated V-berth table; hot and cold box shower in transom; 4/Racor fuel filters; removable rear bench seat; Yamaha fuel filters

Optional power: various outboard configurations

Base price: \$675,000

Above: The high level of fit and finish is on full display in the galley cabinetry.



jet parts. With all the buffing, sanding, blasting, and spraying that was going on around us, I'd have to agree. At one point Clinton gestures to a fiberglass wall with a fully flush fiberglass door, which once installed would lead to the 475's head. "Most people don't really get as excited about the fit-and-finish stuff as me," he says. "You might say, 'But Ken, it's just a wall,' and I'll say, 'Yeah, but it's a sexy wall.'" And he's right. It's perfectly curved, perfectly smooth, and perfectly cut. It is a sexy wall. I never thought I'd write that sentence.

However Intrepid doesn't build its boats just to win beauty pageants. If you're banging around out on the water at 50 or 60 mph, you're going to want something sturdy underneath you. To that point, two things in particular struck me about Intrepid's building process. First, Intrepid hulls are inlaid with Kevlar, a nice complement to the bullet-proof hull windows, I suppose. And second, unlike some builders who view vertical structures on boats—cabinets for example—simply as added-on compartments, Intrepid actually integrates them into the hull in effect creating vertical stringers. The payoff for this technique comes

in the boat's ride, which is smooth and imbued with an exceptionally solid feel. "This all may sound like overkill," Clinton offers, driving home his point, "but I don't get phone calls [from unhappy owners] later. My boats don't break."

Needless to say, this relentless attention to detail and craft does not come cheap, even with Intrepid's factory-direct sales model, which eliminates dealers and mitigates price. If you want the 475, you'll still be ponying up roughly three-quarters of a million dollars for an outboard-powered boat, a price which may seem high to the uninitiated.

But as with most things in life, with Intrepid you get what you pay for. And if I had a spare \$750K lying around to spend on a boat, I just might end up writing a check. Whether anybody'd actually be able to read it is another story entirely. **PMY**

■ INTREPID POWERBOATS

(954) 922-7544.

WWW.PMYMAG.COM/INTREPID.

Top: The driver's seat is the place to be on this boat. If you think this looks a little like a rocketship, you'd be absolutely right.



PMY's Numbers | Intrepid 475 Sport Yacht

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	7.8	6.6	13.2	0.59	0.51	257	224	68	1.0
2000	11.5	9.8	18.6	0.62	0.54	269	234	72	3.5
3000	24.1	20.5	36.2	0.67	0.58	290	252	82	4.5
4000	37.9	32.2	53.0	0.72	0.62	311	271	86	4.5
5000	50.9	43.3	85.4	0.60	0.52	260	226	89	3.5
6000	60.2	51.2	135.4	0.44	0.39	194	168	93	2.5

vitals

Propulsion:

4/350-hp Yamaha V8s; Yamaha gears w/ 1.73:1; Yamaha XL SDS 15x19 props

LOA x Beam:

47'5" x 13'8"

Draft:

3'0"

Weight (dry):

21,000 lbs.

Fuel:

484 gal.

Water:

100 gal.

Std. power:

4/300-hp

Mercury V6s

Cabins:

1 master,

1 guest, 1 convert-

ible guest berth

Price as tested:

\$750,000

Conditions:

temp:

82°F;

humidity:

90%;

wind:

5 mph;

seas:

2';

load:

320 gal. fuel,

70 gal. water, 4

persons, 100 lbs.

gear; **Speeds** are

two-way averages

measured w/

Stalker radar gun.

GPH taken via

Yamaha display.

Range

90%

of advertised

fuel capacity.

Decibels

mea-

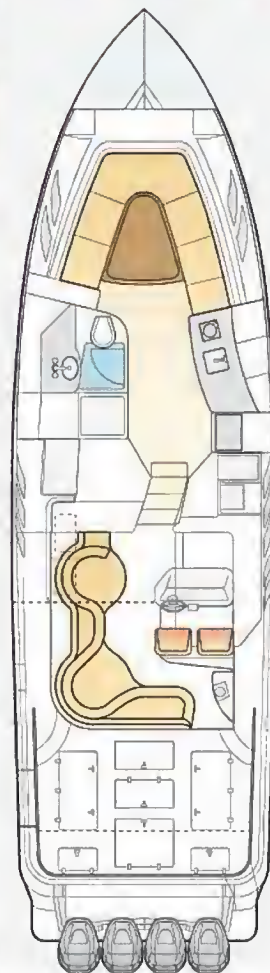
sured on A

scale. 65 dB-A

is the level

of normal

conversation.



Above: All the lines and wiring in the machinery space were tidy and seamanlike.



Long-Distance

TO WHAT LENGTH WILL PMY GO TO TEST A NEW FULL-DISPLACEMENT TRAWLER NAUTICAL MILES! TEXT BY **CAPT. BILL PIKE** PHOTOS BY **BILLY BLACK**



The shape of Kadey-Krogen's Pure Full Displacement hull is essentially the same for all models. A fine bow and wine-glass transom

Runner

FROM KADEY-KROGEN? OH, ABOUT 800



engender end-to-end symmetry and give the 48 a safe, gentle, and comfortable ride.

So how totally cool can one moment afloat be? Our Kadey-Krogen 48 AE (Advanced Ergonomics) was purring north on Chesapeake Bay, with the mouth of the Choptank River to starboard and salty breezes wafting through the wheelhouse, thanks to our open Dutch doors. Picturesque Thomas Point Shoal lighthouse waited invitingly somewhere ahead, with our destination—Annapolis—not far beyond. And all four of us had a couple of freshly grilled hot dogs—a favorite of mine, despite the guff I get about eating junk food—on our plates, each ensconced in a fresh bun with a thick strip of piquant mustard on top.

I'd cooked the modest repast up myself, by the way, on the Magma propane grill in the cockpit while Capt. Gregg Gandy, Kadey-Krogen project manager, circuited the decks getting lines ready for our arrival, and owners Karen and Perry Stickles stood watch on the flying bridge with some Jefferson Airplane thrumming coolly from the sound system.

The dogs were delightful in my opinion, although sadly enough, compliments to the chef failed to materialize. The glories of the moment, I suppose, were obfuscating culinary concerns, what with the bright watery world slipping by, the end of a long, lovely trip not far off, and one final but fun task to perform: the official PMY sea trial.

Odd perhaps, but although we'd traveled well over 800 NM together onboard the 48 (our cruising story will appear in a future issue) making a six-day-five-night passage up the coast from Kadey-Krogen's offices in Stuart, Florida, various concerns had prevented us from doing an official wring-out thus far.



Top: The master has three hanging lockers and a dozen-plus drawers. **Above:** Ekornes recliners lend at-home livability to the saloon.

Of course, I'd already drawn a few conclusions based on the trip. For starters, the 48 seemed distinctly untrawleresque in terms of maneuverability. More to the point, the second day out, we'd hooked into an eight-foot blue marlin some 100 NM east of Jacksonville, and thanks to the boat's big prop and torquey gear ratio, as well as her powerful ABT Trac hydraulic bow and stern thrusters, we'd backed down on the fish in true battlewagon style. "Do trawlers do such things?" Karen had asked Gandy afterwards.

"Not ordinarily," he replied with a great big grin.

Then there was seaworthiness. All Kadey-Krogens share a Pure Full Displacement (PFD) hull form, a trademark feature designed by naval architect James S. Krogen decades ago. The 48's version produced a comfortable, confidence-inspiring ride thanks to her buoyant, sailboat-like wineglass transom, fine entry, and fully ballasted, short-radiused bilges in between. The first part of our journey was rough, with six-to-eight-footers coming in from the starboard quarter courtesy of a distant hurricane. While the 48 evinced the occasional tendency to roll deeply even with her ABT stabilizers deployed, the movement was never snappy or lazy.

The engine room added another high point. Although I made numerous ritual visits while standing watches, my admiration for the place never faltered. The single John Deere diesel was 360-degrees accessible. Hydraulics for stabilizers and thrusters were equally easy to get at and see, with fittings for fuel lines, filters, tanks, sightglasses, sea-strainers, vented loops, and genset components following suit.

Then finally, there was the 48's home-style comfort. I discovered on the first night out that our back-porchy cockpit was an excellent spot to unfold a deck chair, pop open a bag of Cheetos, and contemplate the universe. Moreover, I discovered the next day that in terms of frying up fresh mahi-mahi, the Viking range, residential-style GE reefer, and inventory of cabinets, drawers, and lockers in the U-shape galley were the equal of any top-shelf kitchen ashore. And the layout! With its raised pilothouse and saloon/dinette/galley on the main deck and two large state-rooms below, it was indeed ergonomically advanced (i.e., elbowroomy and comfortable), even under sporty conditions.

"Ready, Capt. Bill?" Perry asked excitedly. He'd taken over the wheelhouse helm seat while his wife sat on the watch berth just behind, ready to copy test data. Both were obviously antsy to see some empirically derived data concerning their brand-new vessel.

The numbers that ensued betokened a true long-distance runner. At hull speed (approximately 9 knots), fuel burn was just 6 gph, a modest amount that extends range to over 1,300 NM. At 7.7 knots, the burn was even lovelier, with only 2.6 gph



The Basics

Standard equipment:

ZF electronic engine controls; Edson steering wheels; Pompanette helm chairs; Diamond Sea Glaze windows and doors; Viking range/oven; GE galley appliances (refrigerator, dishwasher, trash compactor, microwave/convection oven, washer/dryer); Raritan water heater; 12kW Northern Lights genset; 72,000-Btu Cruisair A/C;

6/Lifeline batteries (1 main, 1 genset, 4 house); 40-amp battery charger and 3,200-watt/100-amp inverter/charger from Charles Industries; 2/Sealand VacuFlush MSDs; Maxwell rope/chain windlass; Freeman Marine deck hatch

Optional equipment on test boat: ABT Trac bow thruster, stern thruster, and stabilizers;

electronics package (3/Garmin GPSMap 7215s, GHS10, GMI10, and Standard Horizon Eclipse DSC VHF); Reverso oil-exchanger; ESI fuel-management system; Steelhead davit; 4/Rule 2,000-gph bilge pumps with high-water alarms

Optional power: none

Base price: \$1,100,000

Above: The lounge in the office/guest stateroom easily converts to a berth.



required to more than double the range.

There were other noteworthy findings, too. Sound levels in the wheelhouse were whisper-quiet. Only one sound level (66 dB-A at 2250 rpm) exceeded the level of normal conversation. Running attitudes were low (a trait typical of full-displacement vessels), although I noted a somewhat unusual (but wholly innocuous) tendency to tip slightly forward at and below 2000 rpm, a phenomenon unexplainable either by me or Kadey-Krogen's naval architect David Glasco. And tracking, even in big quartering seas, was arrow-straight.

We made Annapolis later that afternoon and the typical end-of-the-voyage hullabaloo ensued. All kinds of folks came aboard. Then, just as I was telling the Stickles how much I admired the seaworthiness and comfort of their Kadey-Krogen 48 AE, the day's second totally cool moment afloat occurred.

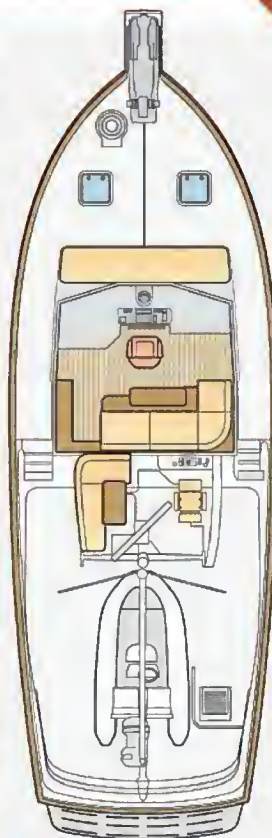
"Hey, Bill," Karen yelled as I shouldered my sea bag, "Those hot dogs were yummy. Just yummy!" PMY

■ KADEY-KROGEN YACHTS

(800) 247-1230.

WWW.PMYMAG.COM/KADEY-KROGEN.

Top: Wing doors on both sides of the wheelhouse help with docking. **Above:** Owners Karen and Perry Stickles—happy campers!



PMY's Numbers | Kadey-Krogen 48 AE

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	5.1	4.4	0.7	7.21	6.27	6,493	5,646	56	-0.25
1250	6.3	5.4	1.1	5.68	0.42	5,114	4,447	56	-0.5
1500	7.8	6.7	1.8	4.31	0.30	3,875	3,370	57	-0.5
1750	8.8	7.7	2.6	3.38	0.26	3,046	2,649	59	-0.5
2000	9.6	8.3	3.8	2.53	0.24	2,274	1,977	59	-0.5
2250	10.5	9.1	6.0	1.74	0.23	1,568	1,363	66	0.0
2500	10.7	9.3	8.8	1.22	0.21	1,094	952	65	0.5
2645	10.5	9.1	11.7	0.90	0.78	808	702	65	0.5

vitals

Propulsion:

1/201-bhp
John Deere
6068TFM75; Twin
Disc MG-305-15C
w/ 3:1 ratio;
32x21 Hung Shen
4-blade bronze

LOA x Beam:

53'0" x 17'4"

Draft: 5'0"

Weight (half

load): 56,450 lbs.

Fuel: 1,000 gal.

Water: 400 gal.

Std. power:

1/201-bhp

John Deere

6068TFM75

Cabins: 1 master,

1 guest

Price as tested:

\$1,450,000

Conditions:

temp: 88°F;

humidity: 85%;

wind: variable,

light; **seas:** 1';

load: 667 gal. fuel,

200 gal. water, 4

persons, 2,500

lbs. gear; **Speeds**

are two-way aver-

ages measured
w/ Stalker radar
gun. **GPH** taken
via engine display.
Range 90% of
advertised fuel
capacity. **Decibels**
measured on A
scale. 65 dB-A is
the level of normal
conversation.

Above: The ER offers unencumbered access to the main once the protective rail's removed.



Class of
2011

Limitless Luxury

Aboard Absolute's newest sport yacht, the compromises are few and well considered.

Absolute 64

The Absolute 64's proportions are nearly perfectly balanced, an accomplishment abetted by the absence of a flying bridge, which yields the unmarred sleekness of an artillery shell.

The 64's focus is on the sun: A forward sunpad blends into a bench seat and bi-fold teak cocktail table, and it morphs into a chaise. The aft pad is bigger and covers the garage beneath. More sun is available inside if you open the sunroof over the saloon, although light is abundant without it.

The starboard helm hints at Absolute's focus on performance. Sightlines are excellent all around, and comfortable leather helm seats fold to create bolsters.

The boat was equipped with four 435-hp IPS600s; twin 850-hp IPS1200s are also available. I can't imagine helm response could be better. Speed topped out at 38.5 mph, and fuel efficiency hovered around 0.5 mpg for most of the mid-range, on par with similar pod-drive boats.

The three-cabin layout is civilized. Any boat under 80 feet with a tender garage has to compromise on aft space, and IPS makes this trade-off painless. Without the garage, the 64 would not be nearly so sleek. Is a loss of engine-room accessibility worth the gain in pulchritude? Absolutely.

Specifications

Length Overall (LOA):	62'11"
Beam:	15'8"
Draft:	4'5"
Weight:	73,800 lbs.
Fuel Capacity:	792 gal.
Water Capacity:	172 gal.

For complete specs, visit pmymag.com/boat-tests





High Flyer

This 64-foot Italian import offers a blend of speed, grace, and class.

Azimut 64 Flybridge

Azimut's 64 bears the hopes of an entire shipyard on her elegant shoulders. Sticking with the reliably innovative design partnership of Carlo Galeazzi for the interiors and Stefano Righini's sleek exterior styling is perhaps less a sign of Azimut's conservatism than of its confidence. These two designers are responsible for some influential motoryachts in recent years, many from Azimut or its sister company Benetti.

The 64 is a three-cabin boat with an amidships master suite, forward VIP, and a twin-berth guest cabin. A big, open, bar-style galley sets a sociable tone on the main deck. She's a well-thought-out cruiser, designed to cosset the family in considerable style.

Out on the water the new 64 is a rocketship. Just one engine option is available—twin 1,150-mhp Caterpillar C18s—and the engineers have matched hull geometry, weight, and horsepower with notable success. In a class of vessel where anything under 20 seconds from a standing start to reach 20 knots is generally reckoned to be fine, our test showed the 64 Flybridge blasting through that speed in half the time, reaching 30 knots in 16 seconds.

Azimut can probably afford to be quietly confident that it has another winner on its hands.

Specifications

Length Overall (LOA): 66'1"

Beam: 16'7"

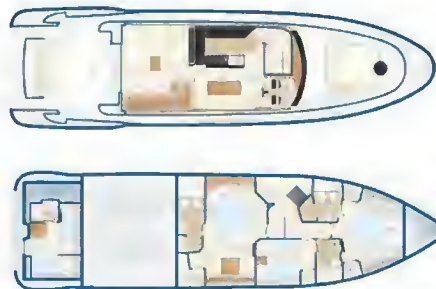
Draft: 5'0"

Weight: 61,728 lbs. (dry)

Fuel Capacity: 1,030 gal.

Water Capacity: 259 gal.

For complete specs, visit pmymag.com/boat-tests





Game On

Beneteau's newest fast trawler proves it's serious about attracting American cruisers.

Beneteau Swift Trawler 44

The Swift Trawler 44 replaces the 42 and is a vast improvement over it. The hull is unchanged, which is a good thing since it's a fine design. This is no trawler in the classic sense. Her chines are hard, and she planes effortlessly and without excessive bow rise. However, like a displacement vessel, she's stable and her keel tracks well.

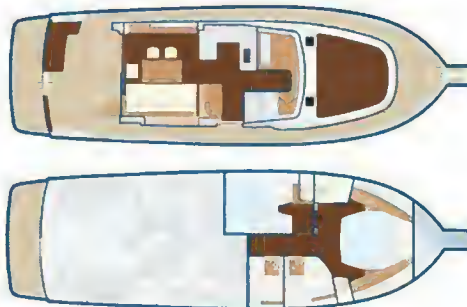
The title of Swift Trawler is warranted in that a top speed of better than 27 mph is definitely untrawler-like and she is efficient. The 44 sports asymmetrical side decks to give her an interior that is amenable to American-style cruising—actually living on the boat for three or four days at a time. Beneteau designers outfitted the port side of the saloon with a bank of cabinets, added a U-shape galley, and gave the guest stateroom room for a queen-size mattress.

Any meaningful discussion of the 44 must include price: Simply put, it's enticing. A fair amount of standard equipment is included in the 44's base of \$436,000. It will be interesting to see if Americans take to her as readily as the French have. I suspect quite a few will be unable to resist that bottom line.

Specifications

Length Overall (LOA):	45'6"
Beam:	13'11"
Draft:	3'5"
Weight:	24,000 lbs. (dry)
Fuel Capacity:	372 gal.
Water Capacity:	169 gal.

For complete specs, visit pymmag.com/boat-tests





Radical Chic

The Cruisers 48 Cantius offers IPS maneuverability, a split-level saloon & design sensibilities that rock.

Cruisers Yachts 48 Cantius

Although I'd been favorably impressed with pre-production drawings of the Cruisers 48 Cantius Sports Coupe, I'd noted the boat's resemblance to the rest of the Cruisers fleet. But the vessel idling up the channel from the waters of Green Bay was different from those drawings.

The Cruisers design team had decided to toss in some two-fisted boldness, augmenting the creamy Euro-curves of the boat's profile with an array of aggressive style lines. The result reminded me of a BMW—lots of panache and chutzpah.

Her performance matched the look: The 48 acquitted herself with assurance and produced a solid top speed of 38 mph. Turning was tight and the ride dry.

The boat's interior is modern, with a dark hardwood deck, the thick countertops of gray Swanstone composite, and a futuristic instrument pod, all arrayed against a backdrop of white fiberglass and UltraLeather upholstery. The layout juxtaposes two saloons on different levels via an open stairwell. The upper saloon on the main deck offers the helm, an entertainment center, wet bar, and a U-shape sofa with dinette table. The lower saloon has a galley, and an L-shape sofa.

The Cruisers 48 Cantius is stylish and innovative both inside and out.

Specifications

Length Overall (LOA):	48'6"
Beam:	14'6"
Draft:	3'6"
Weight:	32,700 lbs.
Fuel Capacity:	400 gal.
Water Capacity:	200 gal.

For complete specs, visit pmymag.com/boat-tests





Class of
2011

Super Star

Spencer Yachts and Volvo Penta build a custom battlewagon that does it all.

Spencer 70

The triple-IPS Spencer 70 Enclosed Bridge showcases the first high-horse-power Volvo Penta IPS III propulsion plants used on a recreational vessel, and sported other advanced technologies.

The 70 was slippery, turning in an operating efficiency of .32 mpg, a figure that exceeds a comparable conventionally inboard-powered 70-footer we recently tested by almost 30 percent. Such economy is due to the efficiency of pod propulsion, and high-tech construction is also involved. The 70 is super-light, thanks mostly to longitudinally framed major components laminated with epoxy and cored with Corecell; teak furnishings cored with Tri-Cell; and smaller engines and fuel tanks thanks to IPS efficiency.

Her electric steering system let me take S-curves up-sea with thumb and forefinger alone, bopping back and forth across the axis of the waves.

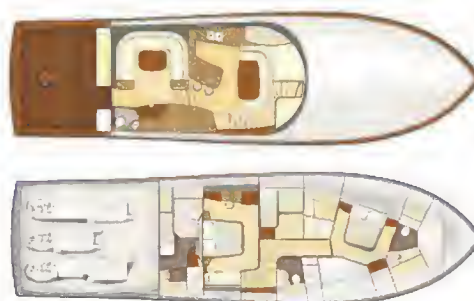
Zooming through Lake Worth Inlet back to our marina, the 70 combined nose-up balance (with consistent 4.5-degree running attitudes), excellent visibility, and four large Nauticomp flatscreens showing nav data, FLIR, radar, Octoplex, and more.

Lake Worth's Parker Avenue Bridge had a glitch, and we had to wait an hour before it opened. We used Volvo's Dynamic Positioning System, which employs two GPS receivers, to maintain both station and heading, despite a significant current.

Specifications

Length Overall (LOA):	70'4"
Beam:	20'0"
Draft:	5'1"
Weight:	98,000 lbs.
Fuel Capacity:	1,380 gal.
Water Capacity:	320 gal.

For complete specs, visit pmymag.com/boat-tests





Turkish Traveler

This 78-footer combines a classic profile, a modern interior, and generous cruising range.

Vicem 78

I've seen a number of cold-molded mahogany Vicems, and nearly all featured the Turkish builder's trademark, mahogany interior. But that image was shattered by the company's 78 Cruiser. Passing through sliding doors from the cockpit into the saloon brought me into a contemporary, voluminous saloon, airy and flooded with light. The saloon windows run the length of the house and help open up the space.

Below, the full-beam master stateroom has generous stowage and windows that open. Guest accommodations include a forepeak VIP, a double-berth guest stateroom, and a bunk cabin.

With her fuel load of 2,168 gallons, the boat can cruise nonstop for more than 650 statute miles at a speed of 16.2 mph while her standard 900-hp MAN diesels are burning a comparatively modest 48 gph. The 78 had a top speed of 17.7 mph, which at an 84-gph fuel burn, offers an effective range of 411 statute miles.

A top speed of just under 18 mph means the 78 Cruiser is obviously all about ride and range. She banked predictably inboard in hard turns and reacted to wheel input in real-time fashion. All in all, the Vicem 78 Cruiser proved herself to be a comfortable at-sea companion.

Specifications

Length Overall (LOA):	83'0"
Beam:	21'0"
Draft:	5'9"
Weight:	137,789 lbs. (dry)
Fuel Capacity:	2,168 gal.
Water Capacity:	430 gal.

For complete specs, visit pmymag.com/boat-tests



PMY
POWER & MOTOR YACHT



2011 Holiday Wish List

The Power Boater's Ultimate Vacation

Escape the cold...

with your loved ones and treat them to their best vacation ever! Live aboard a private luxury 37 to 47-foot power catamaran in your choice of 9 amazing boating destinations including the British Virgin Islands, Bahamas, Baja Mexico and more. Island-hop at your own pace through exotic cruising grounds, awakening to magical new worlds each morning.

It's easy to charter! No certification is required and there's an option for everyone, whether you are a capable captain or a newcomer to the water.



Request your complimentary Moorings Power Brochure!

For more information, please visit:

www.moorings.com/PMY or call 800-416-0336.


The Moorings®
POWER YACHT VACATIONS

Icom® IC-M24

Setting a new trend yet again, Icom's IC-M24 has a flashing light feature that activates when the radio hits water, even if the power is off! Now SAVE \$20. Visit - www.icomamerica.com/marine. Simply the Best.

For more information,
please visit:
www.icomamerica.com
or call 425-454-8155.

 **ICOM®**



Wet Deck®

WetDeck®, an underwater deck that attaches to your outdrive so you can enjoy the water again! Swim, lounge, sit, stand and never fight your boarding ladder again. Great for people and pets of all ages!

For more information,
please visit:
www.thewetdeck.com
or call 407-521-4407.



WetDeck®

Awlgrip® Awlcraft® SE

She's Going To Look Like A Dream!

If you're looking for the latest wow factor in paint, try the Awlcraft® SE from Awlgrip®. This is the Special Effects coating that offers a whole lot of impact, in sophisticated metallic or pearlescent sheen and in pretty much any color you can think of. Whether you try this metallic Awlgrip look on the hull, for an accent stripe or even in the engine room – it's sure to impress.



For more information, please visit:
www.awlgrip.com or call 888-355-3090.

AWLGrip®

Princess Yachts - *Delivered with The Viking Difference*

New Construction - *Call for Availability*

M Class 32 Meter (105') 40 Meter (132')



40 Meter (132')



32 Meter (105')

Flybridge Motor Yachts 42 50 54 60 64 72MY 78MY 85MY 98MY

Available for Winter 2012 Delivery



72 Motor Yacht



Princess 64

Available for Summer 2012 Delivery

V Class Sports Yachts V39 V42 V45 V52 V57 V58 V62 V72 V78 V85-S

Available for Winter 2012 Delivery



V52



V72

Premiering at the Miami Yacht & Brokerage Show

Distributed by:



877-846-9874 | info@princessyachts-us.com | www.princessyachts-us.com

Over 65 Authorized Sales and Service Centers in North America, Central America, and the Caribbean

United States: New England, New York, Mid-Atlantic, Southeast, Gulf Coast, Great Lakes, West Coast

Caribbean: Aruba, Barbados, Curacao, Dominican Republic, Puerto Rico

Central America: El Salvador, Costa Rica, Guatemala, Panama

Mexico: Cancun, Merida, Mexico City, Puerto Vallarta

New Yacht Inventory

Available for Immediate Delivery



85 Motor Yacht

Available for Winter 2012 Delivery



Princess 60

Available for Winter 2012 Delivery



Princess 42

Available for Immediate Delivery



V53

Available for Immediate Delivery



V58

Available for Winter 2012 Delivery



V62

Join us at the 2012 Miami Yacht & Brokerage Show, February 16th to 20th, adjacent to the 4300 Block of Collins Avenue, Miami Beach



PRINCESS

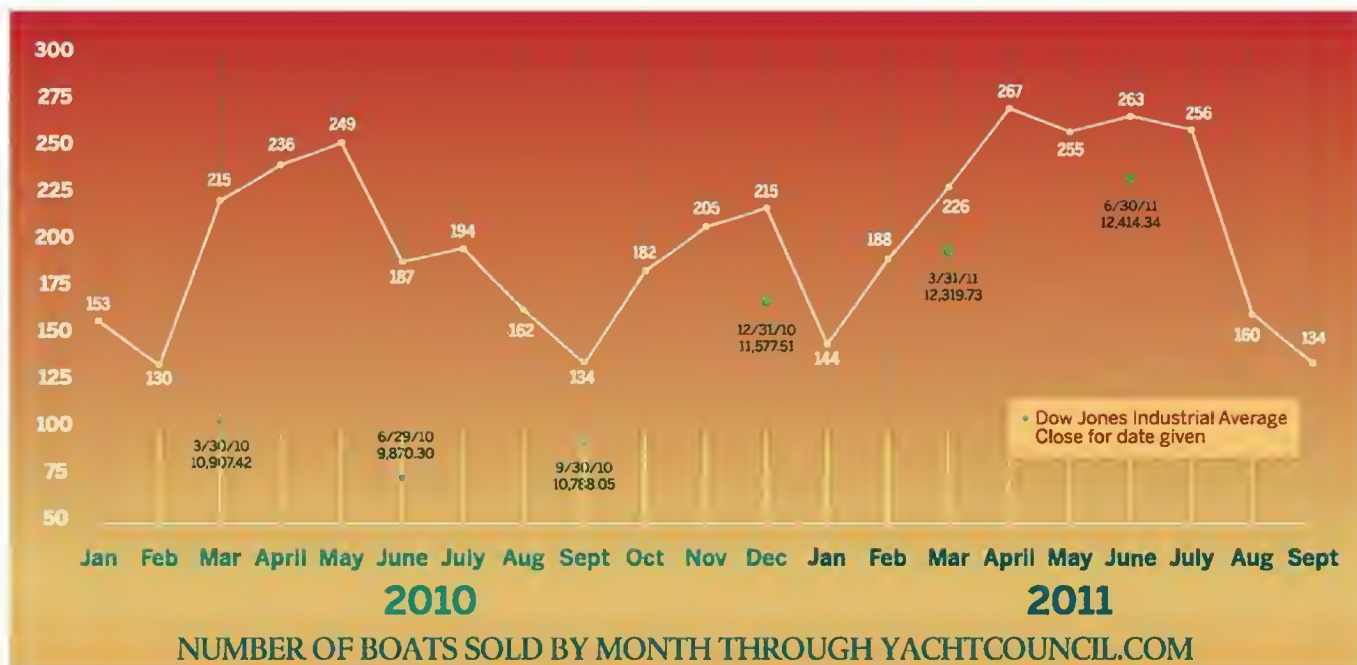
A member of the Moët Hennessy Louis Vuitton Family

BROKERAGE

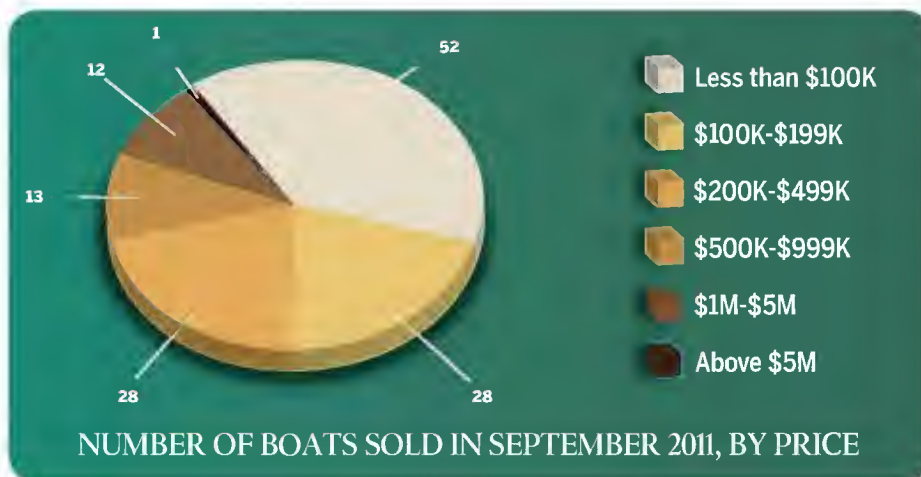
BREAKING OUT THE LATEST BOAT-SALES DATA FROM YACHT COUNCIL.

TEXT BY JASON Y. WOOD

Demand Follows the Dow



As month-to-month sales show, boat-buyer confidence is tied to the financial markets. "What a seller will take for his boat changes day by day, often due to financial market conditions," says Crom Littlejohn, a broker at Merle Wood and Associates in Fort Lauderdale. "If he frees up his cash, it allows him to invest it elsewhere."



SOLD!

Ekkoh

This 2006 Ocean Alexander 58 is powered by twin 700-hp Caterpillar C-12 diesels with just 202 hours, and she sold after 201 days on the market.

Photo courtesy of Emerald Pacific Yachts

Buyers are looking for value—and that means finding newer pre-owned boats. "If I were a guy out looking to buy a boat—looking to own a boat—I'd just start making bona fide offers," says Littlejohn, "and see who's going to take my offer."

MOTORYACHT SHOWCASE



TENACITY 109' 2001 HARGRAVE M/Y
CALL JAY HENDRIX: 561-847-6169



SHERRI LYNN 101' 2010 HARGRAVE M/Y
CALL MIKE MCCARTHY: 772-631-2838



NO NAME 100' 2004 BENETTI M/Y
CALL JACK ROBERTSON: 772-260-1364



DA BUBBA 99' 2005 HARGRAVE M/Y
CALL JOHN STRADER: 954-610-4478



UNPLUGGED 94' 2001 LAZZARA
CALL MARK PARKER: 561-371-2615



ANDIAMO 85' 2010 SYMBOL YACHTFISH
CALL MIKE MCCARTHY: 772-631-2838



LADY R 84' 2007 LAZZARA M/Y
CALL STEVE BARCSANSKY: 561-722-5675



OCTANE 84' 2007 LAZZARA M/Y
CALL DAVE MEYER: 561-722-1047

YOU CAN ONLY GET THERE BY SEA.

GO WITH THE TEAM WHO KNOWS THE WAY.

NEW YACHT SALES | BROKERAGE | NEW CONSTRUCTION | CHARTER
TO VIEW OUR FULL LINE OF MOTORYACHTS VISIT HMY.COM/MOTORYACHT



HMY Yachts

Let us put your yacht IN the market not ON it.



"THE GOOD LIFE" 78' 2010 LAZZARA LSX EXP

4 Volvo IPS pod drives, "joystick" docking, low hours. Captain maintained. ALL THE UPGRADES ONE COULD IMAGINE!

CALL TONY LAZZARA: 727-692-9902



"BG" 75' 2009 LAZZARA LSX EXP

4 Volvo IPS pod drives, "joystick" docking, Beautifully decorated, extremely well equipped. Captain maintained. READY TO ENTERTAIN!

CALL TONY LAZZARA: 727-692-9902



"MISSSTRESS" 74' 2008 OCEAN ALEXANDER

C-32 CATs, 4 staterooms, absolutely gorgeous!
Too many extras & upgrades to list. Must see!

CALL BRIAN WEAVER: 561-308-0939



"DAWN TO DUSK" 72' 2005 GRAND BANKS ALEUTIAN

C-30 CATs. Captain maintained. One owner. Extensive equipment list, beautifully decorated! PRISTINE CONDITION!

CALL TIM GREDICK: 843-607-7256



Not for sale or charter to U.S. residents while in U.S. waters.

"MONEY PLAYER" 68' 2002 AZIMUT M/Y

1150hp MTUs. Upgrades galore from interior to exterior.
VERY NICE & CLEAN! MUST SEE!

CALL MIKE BURKE: 561-722-1063



"AQUABELLE" 68' 2007 FAIRLINE SQUADRON

Upgraded 3412 CATs, four staterooms plus crew.
Custom PipeWelders hardtop and more!

CALL BRIAN WEAVER: 561-308-0939



"BACCHUS" 67' 2005 VIKING SPORT CRUISER FB/M/Y

C-18 CATs w/Platinum Plus Extended Warranty thru 10/2015, bow & stern thruster, tender, underwater lights & much more!

CALL MIKE MCCARTHY: 772-631-2838



63' 2010 VIKING SPORT CRUISER FB/M/Y

V10 MANs. Beautiful high gloss teak interior.
DON'T MISS THIS STUNNING, LATE MODEL 63'!

CALL TONY MAGGIO: 561-818-1442



New Yacht Sales | Brokerage | New Construction | Charter

**BUY NEW
BUY NOW!**



VIKING YACHTS IN STOCK OR ON ORDER:

Convertible & Enclosed Bridge: 82 • 76 • 70 • 64 • 60
Convertible: 57 • 54 • 50 • 46 • **42**
Open: 52 • 46 • 42



PRINCESS YACHTS

Available in Flybridge Motoryacht and V Class Sport Yachts configuration ranging in size from 42' - 132'. Visit www.hmy.com to learn more about Princess Yachts.



MARITIMO YACHTS IN STOCK OR ON ORDER:

Sports Cabriolet: **50** • 47 | Offshore Convertible: 500 • 440
Motoryacht: 56 • 53 • 48



TIARA YACHTS IN STOCK OR ON ORDER:

Open Series: 4300 • **3900** • 3600 • 3200
Sovran Series: 5800 • 4300 • 3900 • 3500
Convertible: 4800 • 3900



GRAND BANKS YACHTS IN STOCK OR ON ORDER:

Aleutian 72SC • 53RP • 47EU Eastbay Series 46SX



LOCATION! LOCATION! LOCATION!

HMY's 10 WATERFRONT LOCATIONS ARE IDEALLY SITUATED FOR HIGH VOLUME TRAFFIC & MAXIMUM EXPOSURE OF YOUR YACHT.

In Miami @ GROVE HARBOUR MARINA Near Monty's. Call: 305-856-8486

In Dania/Ft. Lauderdale @ HARBOUR TOWNE MARINA Just off Dania Cut Off Canal. Call: 954-926-0400

In The Heart of the Palm Beaches @ PALM HARBOR MARINA Site of Sunfest & the Palm Beach Boat Show. Call: 561-833-6060

In North Palm Beach @ HARBOUR POINT MARINA Just East of Gardens Mall & Area Restaurants. Call: 561-799-9590

In Palm Beach Gardens @ SOVEREL HARBOUR MARINA Near Carmine's, Kevin's & Angry Moon Cigars. Call: 561-775-6000

In Stuart @ WATERWAY MARINA Convenient to Downtown Shopping & Eating. Call: 772-692-7900

In Port Salerno @ PIRATE'S COVE MARINA In the Manatee Pocket. Call: 772-678-4021

In Jacksonville @ HARBORTOWN MARINA Just Minutes from Beaches & Downtown Attractions. Call: 904-221-2228

In Jacksonville @ LAMB'S YACHT CENTER On the Ortega River. Call: 904-404-3444

In Charleston @ CHARLESTON CITY MARINA Site of the Megadock Tournament Call: 843-577-3470

HMY represents the Grand Banks and Tiara brand from Key West, FL through Jacksonville, FL

HMY Yachts

Let us put your yacht IN the market not ON it.



NEW 82' VIKING ENCL. BRIDGE
IN STOCK!
AVAILABLE FOR IMMEDIATE DELIVERY!
CALL PAT KELLY: 561-723-9300



"SCOOTER" 82' 2010 VIKING SPORTFISHERMAN
Teak toe rail & transom, teak cockpit. IMMACULATE!
CALL FOR ENGINE WARRANTY INFO. READY TO FISH!
CALL CHRIS GALLAGHER: 561-722-3178



"MIRAGE" 77' 2009 HATTERAS ENCL. BRIDGE
Low hours. Every option has been upgraded & updated without regard to cost. Don't miss this extensively customized Hatteras SF!
CALL BRIAN DELAROSIERE: 561-213-4975



"NINA MARIE" 74' 2007 VIKING
MTUs w/custom chrome pkg. & extended/transferrable warranty thru Jan. 2013. Maintained to perfection!
CALL TONY MAGGIO: 561-818-1442



"TYKHE" 73' 2005 OCEAN SPORTFISHERMAN
C-32 CATs. Highly customized throughout.
CAPTAIN & YARD MAINTAINED SINCE NEW!
CALL PAT KELLY: 561-723-9300



NEW 70' VIKING ENCL. BRIDGE
IN STOCK!
AVAILABLE FOR IMMEDIATE DELIVERY!
CALL JOHN STRADER: 954-610-4478



70' 1999 HATTERAS ENCLOSED BRIDGE
Sleeps 7 in 4 staterooms. Beautifully decorated and very spacious with EVERY AMENITY ONE COULD WISH FOR!
CALL TONY MAGGIO: 561-818-1442



"KALEEN" 68' 2008 VIKING ENCL. BRIDGE
Low hours on MTUs & extended warranty thru 4/2014.
UPGRADES GALORE! MUST SEE!
CALL PAT KELLY: 561-723-9300

New Yacht Sales | Brokerage | New Construction | Charter

SELECT CUSTOM YACHT LISTINGS



"BIG EASY" 78' 2000 GARLINGTON
2000hp MTUs, 4 stateroom/5 head layout.
mezzanine. TOO MANY UPDATES TO LIST!
CALL DAVE BERARD: 772-341-3669



"TIN MAN'S PRIDE" 70' 2010 MALLE CUSTOM
C.R. MTUs. MUST SEE WORK OF ART &
FUNCTION! Call for engine warranty info.
CALL DAVE BERARD: 772-341-3669



AMERICAN CUSTOM YACHT 68' 2010
2400hp MTUs, NEW CUSTOM CONSTRUCTION;
NEVER TITLED. FULLY EQUIPPED!
CALL JACK ROBERTSON 772-260-1364



"HUNTER" 65' 2005 PAUL MANN
C-32 1650hp CATs w/warranty thru 2015,
mezzanine, extra fuel & much more!
CALL DAVE MEYER 561-722-1047



"BROTHER'S PRIDE" 64' 2008 PRECISION
Fast & economical C-32 CATs w/low hours.
Mezzanine, 3/2 layout. GREAT SEA BOAT!
CALL DAVE MEYER 561-722-1047



"PIRACY" 61' 2008 SHEARLINE
Low hours on C-32 CATs. Rare 3/3 layout.
Beautifully decorated, cold-molded rocket ship!
CALL DAVE MEYER 561-722-1047



"BADONKADONK" 60' 2008 WEAVER
1360hp C.R. MANs. Proven tournament winner.
LOADED WITH UPGRADES & OPTIONS!
CALL BRIAN NOPPER: 954-325-6000



"FONDANA" 60' 1988 RYCO
1350 CATs = A FAST, ECONOMICAL, GREAT RIDE!
3/3 layout. TOO MANY RECENT UPDATES TO LIST!
CALL DAVE MEYER 561-722-1047



"SPINDRIFT" 60' 1999 BLACKWELL
Economical & beautiful! DON'T MISS THIS TURN
KEY BOAT OFFERED AT A VERY GOOD PRICE!
CALL DOUG DONOHUE: 954-914-4303



"AKULA" 54' 2004 HUDSON CONV.
Low hour C-18 CATs w/extended warranty, 3/2 layout.
Features H2O maker, ice maker, good electronics pkg
CALL MIKE BROWN: 561-722-2298



"BONE SHAKER" 54' 1993 MARK WILLIS
2010 Full updates: Engines, generator, teak, etc.
TOURNAMENT WINNER!
CALL DAVE BERARD: 772-341-3669



"LIQUIDITY" 52' 2002 RICKY GILLIKIN
Low hours on 1050hp MANs. 2/2 layout.
TOO MANY RECENT UPDATES TO LIST!
CALL DAVE BERARD: 772-341-3669



"STRIKE II" 46' 1979 MERRITT SF
Cold-molded hull w/550hp 12 Cyl. MANs. Continual
updates throughout her great ownership.
CALL BOB LUCAS: 772-762-8081



"HAKUNA MATATA" 37' 2001 GAMEFISHERMAN
450hp Cummins. METICULOUSLY MAINTAINED
FISHING MACHINE! Loaded with all the best gear!
CALL JIM BARBONI: 561-252-5220



"DEJA BLUE" 36' 1999 MILLER
420hp CATs. MANY UPDATES FALL '09 AT RYBOVICH
including: "Ice Blue" hull paint, new teak decks & more!
CALL CHRIS GALLAGHER: 561-722-3178



"PERSEVERANCE" 35' 2002 PREDATOR
420hp Yanmars, custom High Seas tuna
tower, MANY RECENT UPDATES!
CALL TIM GREDICK: 843-607-7256

DID YOU KNOW?

**HMY LISTS & SELLS MORE CUSTOM YACHTS THAN ANY OTHER FIRM IN THE U.S.
IT'S TIME TO GET WITH THE LEADER!**

**In addition to the yachts featured in our ads,
HMY has 650 Central Agency Listings!
Full details are available at hmy.com.**

HMY Yachts

**HMY PUTS YOUR YACHT IN THE MARKET,
NOT ON THE MARKET!**



VIKING

"ROAD BUILDER" 74' 2008 ENCL. BRIDGE
4 stateroom/4 head + day head layout. PRISTINE!
CALL MIKE BURKE: 561-722-1063



DONZI

"AQUATIC AFFAIR" 72' 1995 SF
Recently majored engines. Spacious & well equipped!
CALL BRIAN NOPPER: 954-325-6000



VIKING

"SILENT PARTNER" 72' 2000 ENCL. BRIDGE
MTUs, mezzanine, 4/4 layout. NUMEROUS UPGRADES!
CALL JIM KELLY: 954-675-4435



VIKING

"JANE E" 68' 2007 ENCLOSED BRIDGE
C-32 A-Cert CATs, IMPECCABLY MAINTAINED!
CALL DAVE MEYER: 561-722-1047



VIKING

"JANET" 65' 2001 ENCLOSED BRIDGE
LOADED W/EVERY OPTION including: upgraded MTUs.
CALL DAVE MEYER: 561-722-1047



DONZI

"TRANQUILITY" 65' 1996 ENCL. BRIDGE
3 stateroom/3 head layout. WELL CARED FOR & EQUIPPED!
CALL PAT KELLY: 561-723-9300



HATTERAS

"STREAM RUNNER" 65' 2003 ENCL. BRIDGE
CATs. MINT CONDITION! PRICED RIGHT!
CALL MIKE STRASSEL: 954-214-1967



BERTRAM

"GAYCITA" 63' 2006 CONV.
4/3 layout. GREAT EQUIPMENT. WELL CARED FOR!
CALL MIKE STRASSEL: 954-214-1967



VIKING

"GAME ON" 61' 2006 SF
Upgraded C-32 CATs. Mezzanine A/C added 2011.
CALL TIM GREDDICK: 843-607-7256



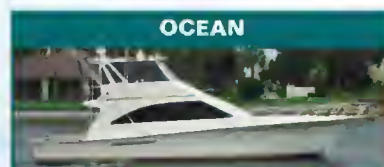
VIKING

"REEL PATIENCE" 60' 2009 SF
C-32 CATs w/low hrs & transferrable Ext. Svc. Protection.
CALL ROB EVERTON: 843-442-4205



VIKING

"CANYON RUNNER II" 58' 1997 SF
MANs. MANY RECENT UPDATES!
CALL MARK MITCHELL: 407-435-6982



OCEAN

"CLAM DEALER" 56' 2001 ENCL. BRIDGE
CATs, 3/3 layout. READY TO FISH OR CRUISE!
CALL CHRIS GALLAGHER: 561-722-3178



VIKING

"EARLY BITE" 56' 2006 SF
12V2000 MTUs with low hours. Loaded!
CALL JOHN STRADER: 954-610-4478



VIKING

"FAITHFUL" 56' 2006 CONV.
MTUs, MANY UPGRADES! BRING OFFERS!
CALL JACK ROBERTSON: 772-260-1364



VIKING

"COYOTE" 55' 2000 SF
3/2 layout. CARED FOR WITHOUT REGARD TO COST!
CALL JOHN STRADER: 954-610-4478



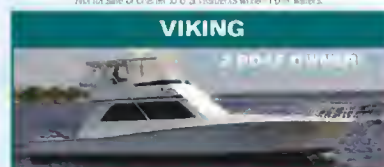
NEW VIKING

NEW 54' VIKING! IN STOCK!
AVAILABLE FOR IMMEDIATE DELIVERY!
CALL BRIAN WEAVER: 561-308-0939



HATTERAS

"HAPPY HOUR" 54' 1995 CONV.
Low hours S.M.O.H. NICE & CLEAN!
CALL JEFF CREARY: 305-394-3429



VIKING

"TRUE LOVE" 53' 1997 CONV.
3/2 layout. WELL CARED FOR & EQUIPPED!
CALL BOB LUCAS: 561-762-8081

DID YOU KNOW?

HMY IS THE LEADING BROKERAGE IN THE U.S. FOR NEW & PRE-OWNED YACHT SALES.

IT'S TIME TO GET WITH THE LEADER!

HMY Yachts
HMY PUTS YOUR YACHT IN THE MARKET,
NOT ON THE MARKET!

**VIKING**

"DAYMAKER" 52' 2002 CONV.
CONTINUOUSLY UPDATED! WELL CARED FOR!
CALL TIM GREDICK: 843-607-7256

**VIKING**

FISH 'N' FOOL" 52' 2002 CONV.
1300hp MANs, fully rigged & ready to go!
CALL STEVE MOYNIHAN: 561-722-9629

**RIVIERA**

"BE RIGHT BACK" 51' 2005 CONV.
CATs. "Fighting Lady Yellow" hull. TURN-KEY!
CALL MIKE BURKE: 561-722-1063

**VIKING**

"INNOVATOR" 50' 2003 EXP.
Upgraded 1050hp MANs. LOADED WITH GEAR!
CALL DAVE MEYER: 561-722-1047

**NEW VIKING**

NEW 50' VIKING! IN STOCK!
AVAILABLE FOR IMMEDIATE DELIVERY!
CALL MIKE BROWN: 561-722-2298

**CABO**

"BLUE TEE" 48' CABO 2007
CATs w/low hours. PROFESSIONALLY MAINTAINED!
CALL JIM KELLY: 954-675-4435

**RIVIERA DEALER DEMO**

DEALER DEMO 48' 2008 EXP.
C-18 CATs. CALL FOR WARRANTY INFO.
CALL PETER MARKATOS: 954-829-3906

**VIKING**

"PAOLA KAY" 48' 2004 CONV.
MTUs. TURN-KEY, READY TO FISH!
CALL MIKE BURKE: 561-722-1063

**RIVIERA**

"DOMARLO" 47' 2004
CATs. CONTINUOUSLY UPDATED!
CALL SPENCER MARKATOS: 561-628-6694

**NEW VIKING**

NEW 46' VIKING EXP! IN STOCK!
AVAILABLE FOR IMMEDIATE DELIVERY!
CALL JEFF CREARY: 305-394-3429

**RIVIERA**

"CONSULTANT SEA" 45' 2008 CONV.
Very low hours on CATs. ONLY LIGHTLY USED
CALL MARK MITCHELL: 407-435-6982

**VIKING**

"TRIPLE BILL" 45' 2003 CONV.
TOO MANY RECENT UPDATES TO LIST!
CALL JOHNNY WISE: 772-260-2531

**VIKING**

"ENDLESS SUMMER" 45' 2003 EXP.
Low hours S.M.O.H. RECENT UPDATES!
CALL SPENCER MARKATOS: 561-628-6694

**RIVIERA**

"NAUTI FOUR" 42' 2007 CONV.
CATs. Seller looking to trade down to high end Express
CALL BRIAN NOPPER: 954-325-6000

**TIARA**

"KNOT YURS" 42' 2004 OPEN
QSM11 Cummins. Favored plan "A" layout. MINT!
CALL MARK MITCHELL: 407-435-6982

**CABO**

"J HOOK" 40' 2006 EXP.
800hp C.R. MANs. Bridge deck A/C. NEEDS NOTHING!
CALL DAVE MEYER: 561-722-1047

**BERTRAM**

"FAMILY TIME" 39' 2005 CONV.
EXTREMELY WELL CARED FOR! NEVER BEEN FISHED!
CALL JIM KELLY: 954-675-4435

**CABO**

"REBEL YELL" 35' 2005
450hp CATs. 2/1 layout. NICELY EQUIPPED! MUST SEE!
CALL TIM GREDICK: 843-607-7256

**In addition to the yachts featured in our ads,
HMY has 650 Central Agency Listings!
Full details are available at hmy.com.**

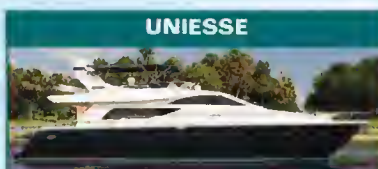
HMY Yachts

**HMY PUTS YOUR YACHT IN THE MARKET,
NOT ON THE MARKET!**



HORIZON

"WIN WON" 73' 2006 FBM/Y
Desirable C-30 CATs. PRICED RIGHT!
CALL TONY MAGGIO: 561-818-1442



UNIESSE

"NIRVANA" 68' 2003 M/Y
3412 CATs. Bow & stern thruster. MUST SEE!
CALL MIKE BROWN: 561-722-2298



VIKING SPORT CRUISER

"EL PADRINO" 65' 2008 EXPRESS
1360hp C.R. MANs, retractable sunroof.
CALL JACK ROBERTSON: 772-260-1364



MARQUIS

"FRIDASPIRIT" 65' 2005 M/Y
Low hours. LOADED! MANY RECENT UPDATES!
CALL GEORGE IVEY: 904-476-7831



SUNSEEKER

"VAGABOND" 63' 1998 PREDATOR
800hp MANs. 2 BOAT OWNER SAYS SELL!
CALL TIM GREDICK: 843-607-7256



MARQUIS

"LAST CALL" 59' 2004 M/Y
Series 60 MTUs. BRING OFFERS!
CALL JAY HENDRIX: 561-847-6169



SEA RAY

"DEEP THERAPY" 58' 2007 SEDAN BRIDGE
Upgraded 900hp C.R. MANs w/low hours.
CALL MIKE MCCARTHY: 772-631-2838



VIKING SPORT CRUISER

58' 2006 EXPRESS
900hp C.R. MANs, bow thruster & more!
CALL JAY HENDRIX: 561-847-6169



CARVER

57' 2004 M/Y
Professionally maintained by METICULOUS OWNER!
CALL GEORGE IVEY: 904-476-7831



CARVER

"SEASCAPE" 56' 2009 VOYAGER
675hp Volvos w/low hrs. Bow & stern thruster & more!
CALL JEFF CREARY: 305-394-3429



VIKING SPORT CRUISER

"LITTLE BEVERLEY" 53' 2008 EXPRESS
Engines upgraded to D-12 Volvos, BEAUTIFUL!
CALL JOHN STRADER: 954-610-4478



SEA RAY

"PRODUCER" 52' 2007 SEDAN BRIDGE
Mostly freshwater used. Professionally maintained!
CALL PAT KELLY: 561-723-9300



VIKING SPORT CRUISER

"FAR NIENTE" 50' 2000 EXP. M/Y
610hp Volvos w/low hours. LOADED! PRICED RIGHT!
CALL JOHN STRADER: 954-610-4478



MARITIMO

"RENDEZVOUS" 48' 2007 SKYLounge CRUISER
Upgraded QSM11 Cummins. UPGRADES GALORE!
CALL SANDY COCHRAN: 561-427-8746



FAIRLINE

47' 2006 TARGA
D-9 Volvos w/low hours. Bow & stern thruster & more!
CALL GARY MACALUSO: 305-951-2762



FOUR WINNS

45' 2009 VISTA EXPRESS
Twin Volvo IPS 600s w/low hrs. 12' tender & more!
CALL GEORGE IVEY: 904-476-7831



TIARA

"THE TICKET" 43' 2003 SOVRAN
VERY CLEAN! LOW HOURS! PRISTINE!
CALL MIKE STRASSEL: 954-214-1967



VIKING SPORT CRUISER

"SUMMER SOLSTICE" 40' 2000 FBM/Y
Volvos w/low hrs., bow thruster. NICELY EQUIPPED!
CALL GEORGE IVEY: 904-476-7831

DID YOU KNOW?

HMY IS THE LEADING BROKERAGE IN THE U.S. FOR NEW & PRE-OWNED YACHT SALES.

IT'S TIME TO GET WITH THE LEADER!



GRAND BANKS

"PASSAT IV" 65' 2009 ALEUTIAN RP
C-18 CATs, stabilized. Compare to new!
CALL STEVE FITHIAN: 954-383-1999



GRAND BANKS

"ELIZABETH B" 64' 2002 ALEUTIAN M/Y
3406E CATs. Has received the best of care since new!
CALL JULEE JACKSON: 772-473-1768



GRAND BANKS

"JACQUELINA" 64' 2003 ALEUTIAN
800hp CATs. Highly customized. ONE OWNER!
CALL STEVE FITHIAN: 954-383-1999



WEST BAY

"DREAM CATCHER" 58' 1999 SONSHIP M/Y
3406E CATs. Loaded! Needs nothing!
CALL MIKE MCCARTHY: 772-631-2838



GRAND BANKS

"BELLA DONNA" 54' 2005 EASTBAY SX
Low hrs. on C-18 CATs. Rare 3 cabin layout.
CALL SANDY COCHRAN: 561-427-8746



OFFSHORE

"PIRATE'S PLEASURE" 54' 2001 PHM/Y
3196 CATs. EXTENSIVELY UPGRADED!
CALL STEVE FITHIAN: 954-383-1999



GRAND BANKS

"PRIME PLUS TWO" 49' 2001 EASTBAY
660hp CATs w/low hours. Many custom touches!
CALL STEVE FITHIAN: 954-383-1999



GRAND BANKS

"ARETE" 49' 2007 EASTBAY SX
C-12 CATs. Maintained to the highest standards.
CALL JAY RHOADES 561-310-3528



OFFSHORE

"COCONUT" 48' 1988 CPM/Y
CATs. WELL EQUIPPED & MAINTAINED!
CALL SEAN O'HERON: 772-919-2227



GRAND BANKS

"GROWLER" 47' 2008 HERITAGE
C-9 CATs. 2/2 layout Well equipped. Priced right!
CALL JULEE JACKSON: 772-473-1768



GRAND BANKS

"LUCKY STAR II" 47' 2009 EUROPA
550hp Cummins w/low hrs. MANY UPGRADES!
CALL STEVE FITHIAN: 954-383-1999



GRAND BANKS

"GULLYWHUMPER" 46' 1997 EUROPA
3116TA CATs. Naiad stabilizer, bow thruster & more!
CALL JULEE JACKSON: 772-473-1768



GRAND BANKS

"SANTA FE" 45' 2008 EASTBAY
C-9 CATs w/low hours. VERY LIGHTLY USED!
CALL JULEE JACKSON: 772-473-1768



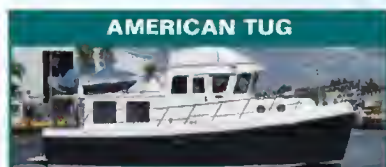
SABRE

"ENDLESS SUMMER" 42' 2008 EXP.
Maintained to perfection! TOO MANY EXTRAS TO LIST!
CALL JOHN HAUCKE: 561-371-7386



SABRE

"MARLO" 42' 2006 EXPRESS
500hp Yanmars. Extensively upgraded in 11/2010.
CALL BRIAN WEAVER: 561-308-0939



AMERICAN TUG

"BUBBLES 3" 41' 2008 TRAWLER
Bow & stern thruster. Every conceivable option!
CALL MIKE BROWN: 561-722-2298



SABRE

"MILLY" 38' 2005 EXPRESS
440hp Yanmars. Maintained to the highest standards!
CALL SANDY COCHRAN: 561-427-8746



GRAND BANKS

"SOUTH TOO" 38' 1996 EASTBAY SX
ONE-OWNER! LOW HOURS ON CATs. MINT!
CALL STEVE FITHIAN: 954-383-1999

DID YOU KNOW? HMY IS THE BEST SOURCE TO MARKET & SELL YOUR GRAND BANKS, EAST BAY, SABRE, OFFSHORE, WESTBAY, OCEAN ALEXANDER and any other similar product. We are averaging over one sale per week of these types of boats. If you are thinking of selling your trawler, fast trawler, downeast or pilothouse style boat, please call one of our sales experts listed in this ad to discuss our aggressive 360° Marketing Plan.

BLUEWATER

Yacht Sales



2008 Viking 64 Convertible



2012 Viking 60 Convertible



2010 Viking 50 Convertible



2012 Viking 42 Open-Pod Drives!



2001 Viking 61 Convertible



2008 Viking 60 Convertible



2006 Viking 56 Convertible



1998 Viking 55 Convertible



2002 Viking 52 Convertible



1998 Viking 50 Convertible (also '01)



2003 Viking 48 Convertible



2005 Viking 48 Convertible



2006 Viking 48 Convertible



2002 Viking 48 Convertible



2000 Viking 47 Convertible



2010 Viking 46 Convertible

FEATURED BOAT



2007 VIKING 45 CONVERTIBLE

Equipped to fish or cruise. 900hp CRM
Tourney winner! SAT TV, Release Fighting
Chair, everything you need. Just reduced!

THE FINEST NEW AND BROKERAGE OFFERINGS. ANYWHERE.

- 81' Burger Classic Cockpit Motoryacht 1967
- 70' Viking Sport Cruiser - One owner - 2005
- 65' Viking Sport Cruiser V65-2006 & 2000 (2)
- 65' Romsdal Trawler-reduced \$100k! 1962
- 64' Viking Convertible-Never fished 2008
- 62' Buddy Davis Sportfish-Spacious! 1977
- 61' Viking Sport Cruiser MY- 2004 & 2005
- 61' Viking Convertible - Mezzanine! 2001
- 60' Viking Convertible - NEW 2012 In Stock!
- 60' Viking Convertible - LOADED! 2008
- 60' Jefferson Marquessa MY - Freshwater 1987
- 58' Custom Carolina Taylor Made 2000
- 58' Viking Sport Cruiser VS8 - Nice! 2005
- 57' Custom Carolina- Great Charter! 2001
- 56' Alden Downeast Flybridge 1996
- 56' Alaskan Raised Pilothouse 2006

- 56' Viking Convertible - '07 Updates- 2006
- 55' Viking Convertible - '08 Updates -1998
- 55' Sea Ray Sedan Bridge 550 - 1993
- 55' Ocean Convertible-Reduced! 1990
- 54' Custom Carolina Alex Willis 2005
- 54' Sea Ray 540 Sundancer-1999 & 2000 (2)
- 54' Bertram Sportfish-One owner-1987
- 53' Elco Commuter-Restored! 1937
- 53' Jarrett Bay Custom-New paint 1993
- 53' Cavaleer Convertible-only 145hrs-'05
- 52' Viking Convertible - Mezzanine 2002
- 50' Cruisers 5000 Sedan - CAT power 2001
- 50' Hatteras Convertible - Pro kept - 1999
- 50' Fairline Phantom-low hours 2002
- 50' Omie Tillett Custom Carolina 1977
- 50' Cruisers 5000 Sedan 2001
- New Regulators 23' - 34' Clearance!

- 50' Ricky Scarborough Custom 1982
- 50' Ricky Scarborough Open 2008
- 50' Viking Convertible-2001, 1997 (2)
- 50' Viking Convertible - New 2010!
- 49' Cruisers 490 Sedan-Loaded! 2006
- 48' Viking Convertible-Mezzanine '05
- 48' Viking Convertible - CRM power 2006
- 48' Viking Convertible-2002 and 2003
- 48' Viking Convertible - Updated!(2)1988
- 48' Sea Ray Motoryacht-3strms! 2004
- 48' Chris Craft 480 Catalina MY 1988
- 48' Meridian 459 Cockpit MY 2004
- 47' Davis Convertible -Upgrades - 1991
- 47' Viking Convertible - Fresh motors 2000
- 46' Viking Convertible JUST LISTED 2010
- 42' Viking Open - NEW 2012 In Stock, IPS!
- 30' Back Cove - NEW 2012 Just Arrived!



VISIT US.

HAMPTON VA
• 757.723.0793
HEADQUARTERS & SALES OFFICE

KENT NARROWS MD
• 410.827.0873



WANCHESE NC
• 252.475.1420

WRIGHTSVILLE BEACH NC
• 910.256.6643

OVER 43 YEARS OF QUALITY SALES AND SERVICE.

Toll free **866-243-5574**

See our **COMPLETE** new and used **INVENTORY** online: bluewateryachtsales.com

Sean Doyle • Peter Bass • Greg Edwards • Doug Frazer • Chris Hall • Chris Hall, Jr. • Earle Hall • Tim Kerns • John McDevitt
Peter Morse • Jack Mitchell • Kevin Pankoke • Kelly White • Pete Peters • John D Riggs • Carl Beale • Jed Galloway • Jud Black

14 | 16 | 18 | 21 | 22 | 24



30 | 34 | 37



38 | 40 | 42 | 48 | 54



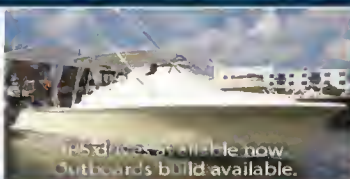
* For VA & NENC only



2000 Custom Carolina Taylor Made 58



1987 Bertram 54 Sportfish



2011 Brooks 34



• New Regulators from 23'to 34'



1991 Ricky Scarborough 53



• 1999 Hatteras 50 Convertible



• 2008 Ricky Scarborough 50



• 2009 Custom Carolina Gillikin 45



2001 Cruisers 5000 Sedan



• 2002 Fairline 50 Phantom



• 2006 Cruisers 497 Sedan



• 2004 Sea Ray 48 Motoryacht



1996 Alden 56 Downeast FBMY



• 2000 Sea Ray 540 Sundancer



• 1999 Sea Ray 540 Sundancer



• 1937 Elco Commuter Restored



2005 Viking Sport Cruiser 61 FBMY



• 1987 Jefferson 60 Marquessa MY



• 2005 Viking Sport Cruiser V58



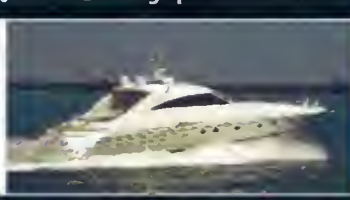
• 2006 Alaskan 56 Raised Pilothouse



2006 VIKING SPORT CRUISER V65
Twin 1360hp CR MAN's.
Immaculate condition.



2005 Viking Sport Cruiser 70 FBMY



• 2000 Viking Sport Cruiser V65



• 2004 Viking Sport Cruiser 61 FBMY



BRADFORD MARINE YACHT SALES



1985 151' Bannenberg Designed Feadship
Five SR's | Original Owner
CA Whit Kirtland - (305) 793-5886



2011 125' Northcoast Motor Yacht
New Boat Ready for Delivery
CA Whit Kirtland - (305) 793-5886



1996 115' Greenbay Marine
4 Guest SR's | ABS Certified
CA Tucker Fallon - (954) 801-3645



1971 115' Breaux Baycraft
Twin Caterpillar D346 | 4 SR's + Crew
CA Whit Kirtland - (305) 793-5886



1995/2010 110' Broward
150 Hrs 5MOH on Mains | 4/5 SR Layout
Trades OkCA Steve Fill - (954) 815-8320



2006 105' Leopard
6000 HP MTU's | 4 SR's + Crew
CA Whit Kirtland - (305) 793-5886



1993 105' Broward Raised Pilothouse
MTU 2000's | Recent Paint Job
CA Douglas Smith - (954) 478-7403



2000 100' Azimut
4 SR's | 3600 HP MTU's | Wet Bar
CA Whit Kirtland - (305) 793-5886



1995 100' Mangusta
Asking \$1,395,000 | Trades Considered!
CA Chis Saumsiegle - (954) 270-5617



1988 95' Broward Motor Yacht
Motivated Seller | Long Range Cruiser
CA Douglas Smith - (954) 478-7403



92' Jones Goodell Yacht Fisherman
4 SR's + Crew | Major Refit
CA Tucker Fallon - (954) 801-3645



1984 90' Broward
Captain Maintained | 3 SR's
CA Douglas Smith - (954) 478-7403



1986 86' Stephens CMY
Extensive Extras | Kept Undercover
CA Chis Saumsiegle - (954) 270-5617



1997 84' Hatteras Elite Series
Recent Paint and Upgrades | Wide Body
CA Douglas Smith - (954) 478-7403



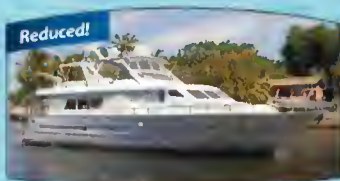
1963 84' Trumpy
New Bradford Marine Paint Job
CA Shaun Mehaffey - (954) 658-2626



2005/2006 80' Cheoy Lee
Custom Built | 4 SR's + Crew | Walkaround
CA Whit Kirtland - (305) 793-5886



1974/1996 80' Burger
Captain Maintained | Ready to Cruise
CA Whit Kirtland - (305) 793-5886



1997 77' Tarrab | 680 Hours Only
Owner Financing Available 4.9%
CA Chis Saumsiegle - (954) 270-5617



2002 75' Fleming CPMY
Mint Condition | Price Reduction
CA Whit Kirtland - (305) 793-5886



1999 74' Hatteras Sport Deck
New Paint | Custom Layout
CA Parker Bogue - (305) 793-3612

- Luxury Yacht Charters
- Undercover All-Weather Showroom
- Ask About Our Rewards Programs

To Learn About These and Other Fine Vessels Contact Us at
(954) 377-3900 or info@BradfordMarineYachtSales.com
Bradford Marine Yacht Sales, Inc.
3051 West State Road 84 | Fort Lauderdale, FL 33312



BRADFORD MARINE YACHT SALES



New Listing
1991 72' Viking Motor Yacht
1080HP Detroit's | Full Beam Flybridge
CA Carlos Navarro - (954) 465-4501



New Listing
2008 72' Hatteras Motor Yacht
4 SR's + Crew | Full Hard Top
CA Parker Bogue - (305) 793-3612



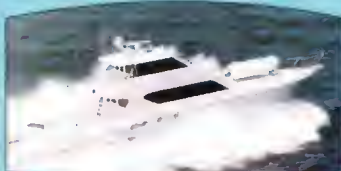
2005 72' Offshore CPMY
Midship Master | Galley Open to Salon
CA Tucker Fallon - (954) 801-3645



1984 70' Striker Sportfish
MTU's | 4 SR's | Huge Cockpit
CA Douglas Smith - (954) 478-7403



1996 70' Hatteras
One Owner | Low Engine Hours
CA Douglas Smith - (954) 478-7403



2000 70' Hatteras Convertible
3412 CAT's | 4 Staterooms
CA Whit Kirtland - (305) 793-5886



New Listing
1984 70' Hatteras Custom Cockpit
650HP Detroit Diesels | Total Refit 2003
CA Parker Bogue - (305) 793-3612



1989 67' Hatteras
Priced To Sell At \$499,000
CA Whit Kirtland - (305) 793-5886



2003 65' Ocean Oydyssey
Flybridge Extension & Open Galley
CA Tucker Fallon - (954) 801-3645



New Listing
1999 61' Queenship
Clean | CATS | Cruise Ready
CA Parker Bogue - (305) 793-3612



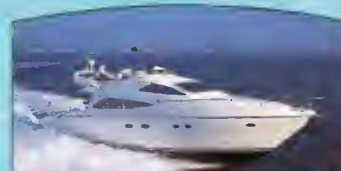
1998 60' Offshore PHMY
3 Staterooms | Galley Up | \$699,000
CA Steve Fill - (954) 815-8320



2000 58' Viking Enclosed Bridge
3 StRms | Captain Maintained
CA Whit Kirtland - (305) 793-5886



2003 57' Bertram 570
Huge Cockpit | Low Hours | Spacious
CA Chis Saumsiegle - (954) 270-5617



2002 56' Aicon Flybridge Motor Yacht
Luxurious Interior | Asking \$595,000
CA Chis Saumsiegle - (954) 270-5617



2001 55' Viking Sportfish
Impeccably Maintained | 3 SR's
CA Carlos Navarro - (954) 465-4501



2006 55' Atlantis Express Cruiser
Large Glass Hardtop | Electric Garage Lift
CA Chis Saumsiegle - (954) 270-5617



**Free Dockage
for Sellers**
Call us for Details



2006 55' Neptunus Cabrio Express
Runs at 28 Knots | Tops at 37 knots
CA Chis Saumsiegle - (954) 270-5617



2009 47' Sea Ray Sundancer
Extended Warranty | Motivated Seller
CA Tucker Fallon - (954) 801-3645



**Luxury Yacht
Charters**

Visit Our Website
www.BradfordMarineYachtSales.com

To Learn About These and Other Fine Vessels Contact Us at
(954) 377-3900 or info@BradfordMarineYachtSales.com
Bradford Marine Yacht Sales, Inc.
3051 West State Road 84 | Fort Lauderdale, FL 33312

Riva



RIVA DOMINO 86 (IN-STOCK)



FERRETTI YACHTS 881RPH (IN-STOCK)



FERRETTI YACHTS 720 (IN-STOCK)



BERTRAM 64 (IN-STOCK)



RIVA SPORTRIVA 56 (IN-STOCK)

FERRETTI GROUP SALES CENTERS

FLAGSHIP SHOWROOM

1445 SE 16th Street
Ft. Lauderdale, FL 33316 Tel. 954.760.6530

STUART

110 N. Dixie Hwy.
Stuart, FL 34994 Tel. 772.600.4922

SAG HARBOR

8 West Water Street
Sag Harbor, NY 11963 Tel. 866.926.3375





PERSHING

PERSHING 92 (IN-STOCK)



FERRETTI YACHTS 620 (IN-STOCK)



PERSHING 64 • (IN-STOCK)



RIVA ISEO (IN-STOCK)


FERRETTIGROUP

www.ferrettigroupamerica.com

MIAMI

3660 NW 21st Street
Miami, FL 33142 Tel 305.638.8495

NAPLES

909 Tenth Street South Suite 102
Naples, FL 34102 Tel 239.262.5063

NEWPORT

9 Brown & Howard Wharf
Newport, RI 02840 Tel 401.619.5863



Leave 10% Brokerage

www.Knot10.com

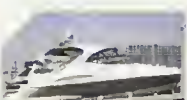
Experience the Difference



1985 Bertram 68
\$424,500



2009 Bluewater 65 Legacy
\$985,000



2006 Cruisers 560
\$550,000



2000 Sea Ray 560 DB
\$375,000



1988 Med Yacht 56
\$300,000



2004 Sea Ray 560
\$539,000



2006 Cruisers 477
\$399,000



2007 Symbol 47 MKII
\$649,000



1999 Bayliner 4788
\$205,000



2000 Sea Ray 460
\$189,000



1994 Silverton 46MY
\$154,900



1999 Ocean 45 SS
\$269,500



2006 Regal 4460
\$279,000



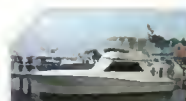
2006 Sea Ray 440B
\$363,000



2002 Cruisers 4270
\$180,000



2006 Beneteau Swift 42
\$330,000



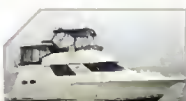
1988 Viking 41
\$150,000



2002 Sea Ray 410 Monaco
\$172,900



2004 Cruisers 400 Express
\$200,000



1999 Silverton 392
\$100,000



2003 Mainship 390
\$145,000



2004 Carver 396 MY
\$200,000



2004 Meridian 381
\$149,000



2004 Tiara 3800 Open
\$265,000



2004 Cruisers 375 MY
\$150,000



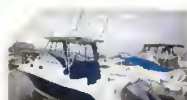
1992 Sea Ray 37 EC
\$35,000



2005 Silverton 34C
\$145,000



2005 Formula 330
\$100,000



2009 Robalo 305
\$145,000



2003 Mainship 30 Pilot
\$97,500



2006 Boston Whaler 305
\$115,000



2006 Campion 30
\$88,000



2006 Chaparral 290
\$69,500



2005 Hydra Sports 2500
\$61,995

Some Recent **SOLDS**

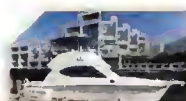
1999 Bayliner 4788	\$189,000
1995 Bayliner 4788	\$139,000
2000 Carver 396	\$130,000
2002 Mainship 390	\$159,000
2002 Silverton 39MY	\$133,500
2001 Cruisers 3672	\$ 89,000
2003 Luhrs 36	\$175,000
2004 Silverton 34C	\$125,000



2002 Formula 37PC
\$120,000



2007 Rinker 370 Hardtop
\$168,000



2005 Riviera 33
\$225,000

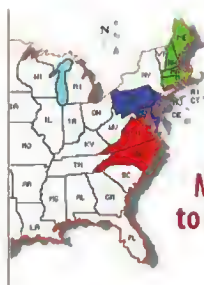


2009 Larson 330
\$127,500

**Visit Our Website and Sign Up for
Our Bi-Weekly Listings Newsletter**

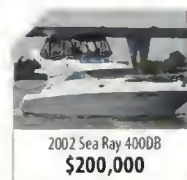
www.Knot10.com

Fees in Your Wake



- Maryland Office
- Virginia Office
- New England Office

**More locations
to come in 2012!**



7% Commission Plain & Simple

Premium Photography

Serving the **Mid-Atlantic** and
NOW **New England** Markets

Make the Switch!

(410) 827-9090

www.Knot10.com

KNOT 10
YACHT SALES™

3028 Kent Narrows Way South • Grasonville, MD 21638

Experience the Difference

www.Knot10.com

Immediate Delivery



LSX92 | Lazzara | 2012 | UNDER 7,900,000 USD

New and available mystic blue hull. 4 Staterooms plus crew. Fold down balcony off master stateroom. Sunroof in addition to the large flybridge.

Major Price Reduction



LOLLY | 80' Lazzara Skylounge | 2007 | 3,195,000 USD

Walkaround Decks, Sky Lounge, CAT C32, Twin Jet Skis, plenty of toys!

Rich Lazzara +1 813 362 4488 | Peter Lenton +1 954 868 2733

2012' Delivery - 37kts

New To Market



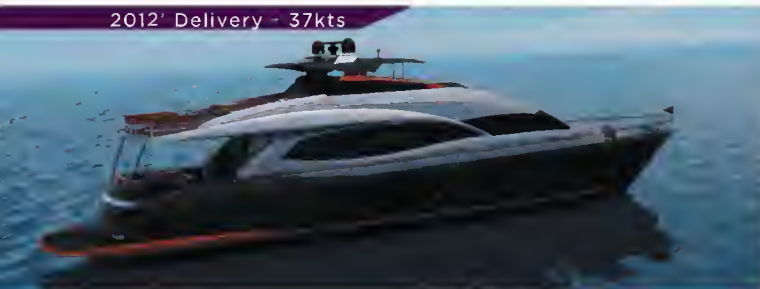
LOLITA | 75' Lazzara LSX | 2008 | 3,100,000 USD

New Contemporary Interior, Full Beam Custom master head and closet

Peter Lenton +1 954 868 2733 | Rich Lazzara +1 813 362 4488

Not for sale in US waters

Immediate Delivery



LMY 85ss | Lazzara | 2013 | STARTING AT 6,100,000 USD

Twin CAT C32 Acerts, the fastest motor yacht in its' class



BREEZE 76 | Lazzara | 2011 | UNDER 5,000,000

Four staterooms plus crew, Walkaround Decks, Largest Flybridge in its class

Brokerage | Construction | Management | Crew



LMY64 | Lazzara | 2013 | STARTING AT 2,875,000 USD

Brand new design. Available for summer 2012 delivery. 4 Staterooms plus crew. Twin IPS 1200 for 35 knot top end.

New Construction



LSX 120 | Lazzara | 2013 | STARTING AT 16,900,000 USD

The most technologically advanced express yacht in the world

Must See. Next To Sell



ALL IN | 68' Lazzara | 2005 | 2,195,000 USD

CAT C-18, Twin Generators, Extended CAT engine warranty
Steven Carlson +1 561 866 7905

New Construction



LMY 116 | Lazzara | 2012 | STARTING AT 10,950,000 USD

On deck Master Stateroom, 27kt top speed, 5 staterooms plus crew

Major Price Reduction



BELLA CONTESSA | 106' Lazzara | 2004 | 4,500,000 USD

Best Priced 100+ on the market. Fully Equipped, Ft. Lauderdale, FL

Lazzara
International Yacht Sales



WorldMar
Experience the Marlow Difference

Marlow Marine Sales, Inc.

Seasons Greetings from all the Marlow Sales Crew



2003 Marlow Explorer 57C

"Beech to Beach" a well cared for and constantly upgraded including the recent addition of stabilizers. Powered by 800hp CAT 3406's she has a 1200 mile range at 8 knots and a maximum speed of 19 knots. Please call for more details about this great opportunity.



2006 Marlow Explorer 53C

"Blue Gill" has come to the market for the first time as her owners are retiring from yachting. She is powered with the ever popular CAT C-12 engines providing 700 hp each. She is priced to sell quickly. Call for details.



2006 Marlow Explorer 70E-CB

"X-IT" is a 70 Command Bridge customized throughout. Includes enlarged galley and high gloss interior. Powered by CAT C-18's, with a cruise of 18-20 knots and top speed of 23 knots. "X-IT" is a great opportunity.



2008 Marlow Prowler 37 Classic

Triple Four Stroke Yamaha 250's power this very classy picnic boat. With same construction methods as her big sisters, the Marlow Explorers, "Sea Ya Later" will be the talk of the dock.



2003 Marlow Explorer 72C

"My Patricia" has three staterooms with ensuite heads for owners and guests and full crew quarters aft. Captain maintained, she has CAT 3412's to provide a fast cruise and top speed of 26 knots. Call today for details.



2003 Marlow Explorer 70E

"Happy Endings" has three staterooms, heads and separate full crew quarters. Well maintained, low hours and many recent upgrades, her 800hp CAT's let you cruise at 8 knots for over 1600 miles. Please call today for details.



2008 Marlow Explorer 70E-CB

"Jackpot II" is a Command Bridge Explorer. Powered with 1015hp CAT C18's delivering a top speed of over 25 knots and a cruising speed of 23 knots; she sips just 9gph at 8.3 knots giving an impressive range of over 1,800 miles.



2008 Marlow Explorer 53C

"Miss Ruth" is a lightly used, well equipped Explorer 53C powered by 700hp CAT C-12's. She is maintained to the highest level by her meticulous and knowledgeable owners. Call today for details about this beautiful yacht.



2001 Navigator 56 Classic RPH

This nicely designed yacht with three staterooms, comfortable pilothouse and large flybridge is powered by twin 430hp Volvo® diesels. Owner will consider reasonable trades!



2004 Heritage East 42+4

"Knot So Fast" is an extremely well maintained two stateroom yacht with a beautiful teak interior. Her twin Cummins® diesels provide an 8.5 knot cruise burning only 4 gph. Please call now for details.



1996 46' Grand Banks Europa

"Maria" is a meticulously maintained 46 Europa that was designed with a beautiful custom floor plan. Powered by 350hp CAT's she can cruise at over 16 knots. Come see this great vessel at our docks.

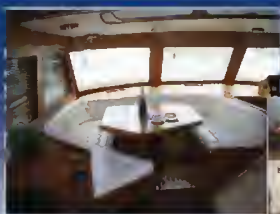


2003 Marlow Explorer 65C "Reel Class II" is a well appointed yacht that has been Captain maintained by a meticulous owner. Like all Marlow Explorers, she is constructed using our proprietary RIVAT system of composite yacht building producing great strength and performance. Her three staterooms with ensuite heads plus full crew quarters make her a great family yacht. Powered with the popular 800hp Caterpillar® 3406's she provides a fast cruise of 17 knots or slow cruise at 8-10 knots with great efficiency. Please call today for details about your opportunity to own Reel Class II.

Reel Class II



Janice Kaye



2007 Marlow Explorer 72E

Like every Marlow Explorer, "Janice Kaye" exemplifies the epitome of style, performance, and state of the art construction methods. Her desirable Command Bridge with its climate controlled helm area offers 360 degree visibility and eliminates the need for a full Pilot-house helm station below, this allows the creation of a large dining table for 8 forward of the galley. The center line full beam master stateroom is below the Pilothouse and provides luxurious accommodations for the owners as do the other three staterooms for the guests. Entering the spacious main salon, you are welcomed by comfort and remarkable views with clear sightlines through the galley and large dining area forward. Equipped with Caterpillar's popular 1,400 hp 3412's, she can cruise at 23 knots with a top speed of 27 knots. This beautiful low hour yacht can be viewed at our facility. Call for a tour today.



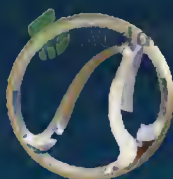
Now open seven days a week to better serve our clients.

MARLOW MARINE SALES, INC.

4204 13th Street Court West • Snead Island, Florida 34221

® Phone 800.362.2657 • Fax 941.729.4955 • Web Site www.marlowmarine.com





OCEAN ALEXANDER®

BROKERAGE | NEW CONSTRUCTION

FT. LAUDERDALE, FL 954-779-1905 .

NEWPORT, RI 401-619-0438 .

NEWPORT BEACH, CA 800-940-3554 .

SEATTLE, WA 800-244-3480 .

STURGEON BAY, WI 920-743-6526 .

INFO@OCEANALEXANDER.COM .

OCEANALEXANDER.COM



LOOSE ENDS - 1994 106' WESTSHIP RPMY
LOUIS DVORAK 954-336-7345



2007 80' HATTERAS MY
KEVIN MCCARTHY 954-798-0969



BAMA BREEZE - 1990 80' HATTERAS CPMY
JEFF OLIVER 954-303-4525



SISTERSHIP

1989 70' HATTERAS CPMY
LOUIS DVORAK 954-336-7345



SISTERSHIP

STILL THE SAME - 2007 66' HAMPTON MY
KEVIN MCCARTHY 954-798-0969



TRACI LYN - 2000 80' HATTERAS 5F
JEFF OLIVER 954-303-4525



LADY FRANCES - 1998 60' VIKING SPORT YACHT
JEFF OLIVER 954-303-4525



HELGA'S CAR - 2010 60' OCEAN ALEXANDER TWLR
KEVIN MCCARTHY 954-798-0969



MAGIC BUS - 2004 58' SYMBOL PHMY
LOUIS DVORAK 954-336-7345



SAVVY - 2004 57' MCKINNA PHMY
LOUIS DVORAK 954-336-7345



PARTNER - 2000 55' HATTERAS SF
KEVIN MCCARTHY 954-798-0969



WOLFPACK - 1991 OCEAN ALEXANDER PHMY
JEFF OLIVER 954-303-4525



SOUL MATES - 2006 EAGLE PHMY
LOUIS DVORAK 954-336-7345



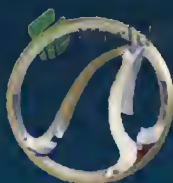
SISTERSHIP

MISS OLIVIA - 2000 510 SEA RAY SUNDANCER
JEFF OLIVER 954-303-4525



AQUARIUS - 2008 OCEAN ALEXANDER 48E CLASSICO
ARTHUR GRIN 561-758-2799

WHERE OBSESSION TAKES YOU



OCEAN ALEXANDER

BROKERAGE | NEW CONSTRUCTION

FT. LAUDERDALE, FL 954-7791905 .

NEWPORT, RI 401-619-0438 .

NEWPORT BEACH, CA 800-940-3554 .

SEATTLE, WA 800-244-3480 .

STURGEON BAY, WI 920-743-6526 .

INFO@OCEANALEXANDER.COM .

OCEANALEXANDER.COM



2012 90' OCEAN ALEXANDER MOTOR YACHT - IN STOCK



2012 78' OCEAN ALEXANDER MOTOR YACHT - IN STOCK



2012 65' OCEAN ALEXANDER MOTOR YACHT - IN STOCK

WHERE OBSESSION TAKES YOU

Sunseeker® Midwest

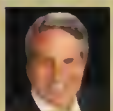
100' 2004 Predator



Triple MTU 2000hp engines, 4 staterooms plus crew, black hull, silver superstructure, cruise at 40 knots, complete refit in 2008. Price: 2,800,000



Randy Scism
(636) 639-1170



Dean Anthony
(954) 328-2700



James Baker
(206) 949-7652



Mark Callahan
(903) 814-4216

108' 2008 Predator



C.A. Rick Obey

Triple MTU 2400 hp engines with Arneson drives, 4 staterooms, black hull with black glass windows, walnut woodwork. Cruise at 35 knots, top out at 45 knots. Aggressive, Sexy, Fast. Price: 5,900,000

62' 2007 Predator



C.A. Rick Obey

Twin MAN 1100hp engines with very low hours, 3 staterooms, interior by IK Yacht Design, Loaded with options and upgrades. Price: 1,599,000

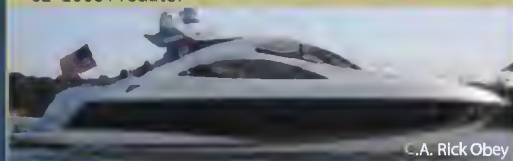
62' 2009 Predator



C.A. Rick Obey

Twin MAN 1100hp engines, 3 staterooms, 3 heads, walnut interior, custom black/silver paint, underwater lights, Glendinning Cablemaster and much more! Maintained with Pride. Price: 1,599,000

62' 2006 Predator



C.A. Rick Obey

Twin MAN 1100hp engines, 3 staterooms, hydraulic lifting platform, aft deck canopy, Glendinning Cablemaster, upgraded generator, bow and stern thrusters. A Must See. Price: 1,149,000

NEW SUNSEEKER MODELS



130' Predator



73' Manhattan



64' Predator

Alabama • Mississippi • Tennessee • Kentucky • Louisiana • Arkansas • Missouri • Iowa • Minnesota • Manitoba • North Dakota
Oregon • South Dakota • Nebraska • Kansas • Oklahoma • Texas • Utah • Colorado • Wyoming • Montana • Idaho • Washington
Maine • Massachusetts • New Hampshire • Rhode Island

Sunseeker® Boston

88' 2012 Sunseeker Yacht



Twin Caterpillar C32 Acert 1925hp engines, 4 stateroom plus crew, 4 heads, white hull, extended capacity fuel tank, hardtop, stabilizers, hydraulic lifting platform, Black American Walnut Interior, main deck semi open galley option & an abundance of added extras. Call for Price. C.A. Rick Obey

74' Predator 2012



C.A. Rick Obey

Twin MAN V12 1550 hp engines, 3 staterooms plus crew, 3 heads, sport flybridge, electric canopy, Black American Walnut interior, tender recovery system and upgraded electronics. Price: \$3,799,000

60' Manhattan 2011 - "Johnny's Toy"

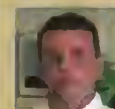


C.A. Rick Obey

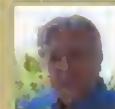
Twin MAN 1000hp engines, 3 staterooms plus crew, 3 heads, Bimini top, cherry gloss woodwork, hydraulic lifting platform, stern thruster and numerous upgrades. Price: \$1,999,000



Herb Bopp
(954) 931-7138



Rick Obey
(954) 614-0519



Randy Kires
(954) 401-6888



Dan Chase
(651) 303-2717

52' 2012 Sunseeker Manhattan



C.A. Rick Obey

Twin MAN 800hp engines, 3 staterooms plus crew, white hull, bow & stern thruster, extended cockpit, Black American Walnut interior & numerous upgrades throughout. Price: \$1,649,000



C.A. Rick Obey

Twin Volvo Penta D6 IPS- 600 engines, 2 staterooms, 2 heads, hydraulic lifting platform, electric canopy, satin oak interior, upgraded electronics, Volvo DPS Positioning System & a tender recovery roller system. Call for Price

NEW SUNSEEKER MODELS



60 Predator



53 Manhattan



Seattle
659 NE Northlake Way
Seattle, WA 98105
206-633-2628

Minnesota
16011 154th Street
Marine On St. Croix, MN 55047
651-217-4449

Texas
120 Texoma Harbor Drive
Pottsboro, Texas 75076
903-786-7000

Missouri
165 Enterprise Drive
Wentzville, MO 63385
636-639-1166

Boston
142 Commercial Street
Boston, MA 02109
617-933-9007



UNITED YACHT SALES

Annapolis, Beaufort, Boston, Cape May NJ, Fort Lauderdale, Houston, Miami, Maine, New Bern, Newport, New York, Nova Scotia, Ocean Reef, Palm Beach, Panama City, Saint Augustine, Saint Petersburg, Savannah, Seattle, Stuart,



92' ANTAGO - 1996

4 SR's plus 2 for crew. Includes formal dining room. Also includes a tender on the flybridge and a wave runner. Two yacht owner wants to sell!
Juan Morillo 305.917.3758



50' OCEAN SUPER SPORT - 2007

Sparkles as New. Never Fished. Low hours. 2 Queen Berths. 3 S/R A/C Bridge. Sat TV. Priced Reduced Again. Bring All Offers!
Roger Cole Tampa Bay 727.460.0228



48' SALISH SEA - 2011

Doug Zim design employing Volvo IPS drives offers unparalleled maneuverability, speed, fuel burn, peacefulness and no exhaust! Call today for introductory pricing.
Greg Pierce 561.385.4564



41' SEA RAY - 2000

New electronics. A Raymarine C90W, Fusion stereo with iPad dock, 6 CD changer, and a Sirius Satellite Radio plus Sirius Weather. \$135k
Steve Castellini 609.884.5881



36' CRUISERS YACHTS - 1998

2 SR - 2 heads, very large aft party deck, nice electronics, very clean and ready to cruise, Reduced to \$89,900 for quick sale.
Michael Lesko 813.927.5645



35' TIARA OPEN - 2002

Hardtop, Twin 8.1L Crusaders 410 hrs Generator 50 hrs. Beautiful display of proper ownership Asking \$175,000.00 Milfor, CT.
John Pribik 954.494.5956

MORE UNITED YACHT SALES CENTRAL LISTINGS:

155' STERLING 1985	\$ 15,900,000	61' BUDDY DAVIS 1990	\$ 429,000	41' ALBEMARLE 2006	\$ 400,000
151' BENETTI 1989	\$ 14,900,000	60' PRESTIGE 2001	\$ 1,599,000	40' FORMULA 2001	\$ 99,900
135' RODRIGUEZ 2009	\$ 1,116,560	60' ALDEN 2000	\$ 850,000	39' NORTACH 2008	\$ 299,000
131' CUSTOM 2010	\$ 18,500,000	60' HATTERAS 1991	\$ 485,000	39' VENTURE 2008	\$ 239,000
130' CUSTOM 2008	\$ 14,400,000	59' CARVER 2007	\$ 1,198,950	39' VELOCITY 2007	\$ 435,000
117' DELTA 1996	\$ 7,999,000	58' VIKING 1994	\$ 625,000	38' CRUISING CATS 2010	\$ 395,000
110' CANTIERI 2000	\$ 6,600,000	58' OCEAN 1991	\$ 199,000	38' HINCKLEY 2007	\$ 849,000
110' EVOLVE 1999	\$ 2,750,000	57' ELCO 1940	\$ 225,000	37' STRIKE 2009	\$ 459,000
108' BROWARD 1993	\$ 3,600,000	56' CARVER 2006	\$ 699,000	37' GULFSTAR 1978	\$ 36,900
100' HATTERAS 2003	\$ 4,700,000	56' SEA RAY 2003	\$ 449,500	36' JERSEY CAPE 2012	\$ 459,200
97' HARGRAVE 2005	\$ 4,500,000	55' NOVATEC 2001	\$ 448,000	36' MERIDIAN 2007	\$ 229,995
92' PARAGON 2006	\$ 3,649,000	55' CHEOY LEE 1982	\$ 262,000	36' CONTENDER 2006	\$ 150,000
92' ANTAGO 1996	\$ 1,750,000	55' RYBOVICH 1958	\$ 195,000	36' HINCKLEY 2005	\$ 395,000
92' CHEOY LEE 1987	\$ 1,150,000	54' SAVANNAH 2008	\$ 799,000	35' CHAPARRAL 2006	\$ 119,900
87' NORTHCOAST 1998	\$ 2,250,000	53' BRIGGS 1985	\$ 245,000	35' CABO 2005	\$ 289,000
84' HATTERAS 1997	\$ 2,595,000	52' IRWIN 1986	\$ 224,900	35' SILVERTON 2005	\$ 178,500
80' MANGUSTA 2005	\$ 1,950,000	50' AZIMUT 2006	\$ 614,900	35' CARVER 1997	\$ 59,000
80' SUNSEEKER 1999	\$ 1,399,000	49' HINCKLEY 1973	\$ 249,900	34' PRESTIGE 2007	\$ 210,000
75' BREAUX BAY 2002	\$ 1,149,900	48' SEA RAY 2003	\$ 299,000	34' SEA RAY 2007	\$ 144,995
74' ANTAGO 2000	\$ 1,300,000	47' CRUISERS 2006	\$ 539,000	34' FOUR WINNS 2005	\$ 95,000
70' BRUCE ROBERTS 2002	\$ 200,000	46' BERTRAM 1986	\$ 165,000	34' GEMINI 2004	\$ 129,500
70' AZIMUT 1999	\$ 1,950,000	45' MAINSHIP 2009	\$ 419,000	34' PURSUIT 2003	\$ 145,900
68' VIKING 2006	\$ 2,600,000	44' MARINE TRADER 1979	\$ 65,000	33' WELLCRAFT 2000	\$ 97,500
68' FERRETTI 2001	\$ 999,000	43' TIARA 2008	\$ 449,000	33' BLACKFIN 1994	\$ 140,000
65' HATTERAS 1996	\$ 674,900	43' CHRIS CRAFT 2003	\$ 235,000	32' BOSTON WHALER 2008	\$ 174,900
63' OCEAN 1986	\$ 399,000	43' POST 1986	\$ 169,000	31' SEA VEE 2003	\$ 85,000
62' STRIKER 1987	\$ 330,000	42' SEA RAY 2004	\$ 329,000	30' BAYLINER 2007	\$ 74,900

OVER 1000 MORE UYS CENTRAL LISTINGS CAN BE VIEWED AT

www.UNITEDYACHT.com

800.UYS.2270



UNITED YACHT SALES PRESENTS THE YACHTCAT 50



INTERESTED
IN HAVING A
FULL 3 YEAR
"ANCHOR TO
STERN"
WARRANTY?
CALL NOW!



A brand new 50' Cockpit Motor Yacht that combines the amazing catamaran ride, space and stability with the sleek modern look of a monohull. This state-of-the-art design pleases even the most discerning motor yacht buyer. She boasts 3 huge staterooms, 4 luxurious heads, Beautiful Cherry interior, stunning salon and u-shaped aft galley. Sprawling, well thought-out Flybridge. Cummins Mercruiser Diesels and ZF pod-drives provide the ultimate in reliability and performance. Joystick controls insure simple and pinpoint maneuverability. Superior electronics package included.

Invest in your dream

Jim Tippmann 954.688.4943 or jimtippmann@unitedyacht.com

Naval Cat International S.A.S. PBX: (574)561 69 10 - (574) 561 69 43 Zona Franca Rionegro - Columbia jcelis@navalcat.com



Worldwide Yacht Sales | Yacht Charters | New Yacht Construction



106' Burger – Classic Burger motoryacht recently refitted. Excellent condition. Asking only **\$1,025,000!**



78' Buddy Davis – 4 stateroom + crew, enclosed bridge – Reduced to **\$2,700,000!**



64' Grand Alaskan – Raised pilothouse, 2 staterooms, main deck dayhead – Reduced to **\$799,500!**



58' Hatteras LRC – Top quality 3 stateroom Long Range Cruiser – Reduced to **\$464,500!**



52' Hatteras Sportfisherman – 3 staterooms, huge cockpit, turn-key – Reduced to **\$239,500!**



49' DeFever – Stabilized, in very good condition – Asking only **\$248,000!**



47' Grand Banks Heritage EU – Excellent condition, low hours – Reduced to **\$775,000!**



44' Tollycraft – Great Loop veteran, flybridge, cockpit, sundeck model – Reduced to **\$149,500!**



44' DeFever Sundeck Motoryacht – Stabilized popular DeFever sundeck model in very good condition – Asking only **\$199,500!**



44' Viking Motoryacht - Double cabin layout, 21 knot cruise. Reduced to **\$175,000!**



43' Mikelson Convertible – Never fished convertible in excellent condition – Reduced to **\$299,500!**

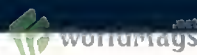


38' Regal – Well-maintained, 2 stateroom / 2 head layout – Reduced to **\$119,500!**

To see more details about these and all other yachts around the globe, please visit our website below.

1.855.266.5676 | 954.684.0218 | info@curtisstokes.net

www.curtisstokes.net



DAVID WALTERS YACHTS



103 JOHNSON 2008 CUSTOM
5 S/R w/on deck master. Light use. Low hours. Call George



102 AZIMUT TEXAS STAR
Only \$1.85m for 5 S/R. In excellent condition. Call Scott



2005 HARGRAVE 96 CAPRI SKYLOUNGE
Great price. Recent refit. 4 SR. 2006 & '09 available. Call Dave



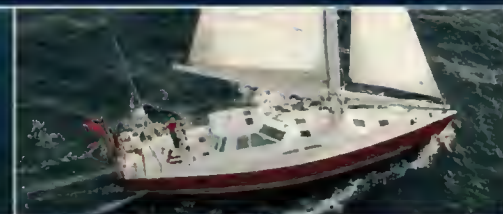
2005 ALDEN 49 SALOON EXPRESS
Make offer. Cummins diesels. Like-new condition. Call John



LITTLE HARBOR 75 PILOTHOUSE
Hood classic w/\$2m recent upgrades. Call Scott



93 HARGRAVE RAISED PILOTHOUSE
Exceptional condition, exquisite interior. Call Dave



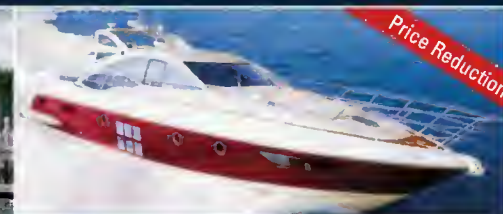
61 TRINTELLA PILOTHOUSE
Features & finish of min-mega. \$899k Call Dave



76 LAZZARA SKYLOUNGE
Updated. Trade considered. Call George



62 LYMAN MORSE FB SEDAN
Strong and seaworthy, 3 S/R, 2 heads. Call John



2008 AZIMUT 62
Well equipped. Low hours. \$1.345 m. Call George



CHRIS CRAFT 42 COMMANDER
Fish equipped. Many new upgrades. Call John



1999 TIARA 41
Pristine condition. Great price. Call John



2006 GLACIER BAY 34 CAT
Best price. Low hours. Call George

NEWPORT, RI
otek@dwyri.net
(401) 465-8634

www.davidwaltersyachts.net

FT LAUDERDALE
sales@dwyfl.net
(954) 527-0664

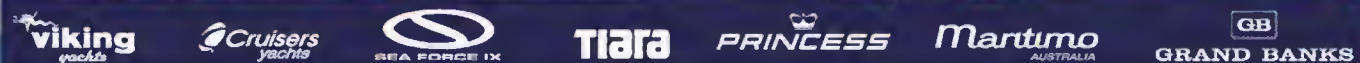
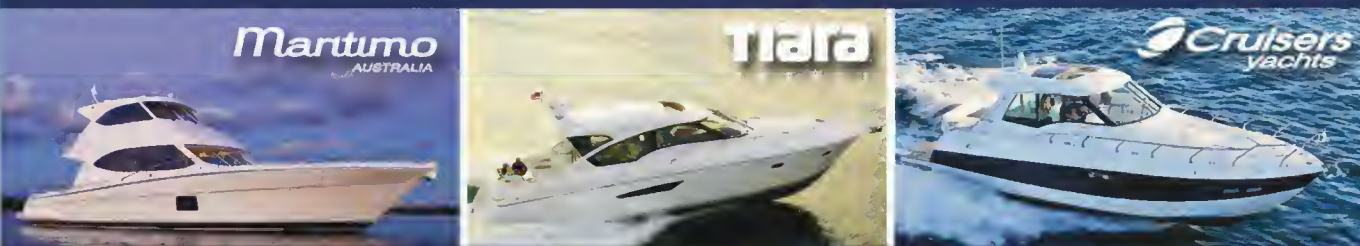
GALATI YACHT SALES

NEW YACHTS | BROKERAGE | PRE-OWNED
AWARD WINNING SERVICE

Always open at: galatiyachts.com



Anna Maria, FL | Cape Coral, FL | Destin, FL | Holland, MI | Houston, TX | Naples, FL | Orange Beach, AL | Tampa, FL
800.517.2993 | 800.549.0134 | 800.573.2517 | 800.456.7267 | 800.580.4835 | 800.614.8514 | 800.614.9719 | 800.651.8412



87' Marine Builders



87' 2006 \$2,999,999
Elegant and spacious accommodations
Call Eric for details 850.259.3172

86' - 80' Hatteras



80' 2004 \$4,500,000 Steve 239.825.6174
86' 2003 \$3,995,000 Larry 850.259.8989

81' Burger



1978 \$590,000 Classic elegance,
outstanding condition and is aggressively priced
Call Dan 941.704.1578

76' Fairmile



76' \$699,000 Offers economical operation,
luxurious interior and world class styling
Call Larry 850.259.8989

70' - 65' Hatteras



70' 1991 \$795,000 Dan 941.704.1578
68' 2007 \$3,195,000 Jason 941.518.1171
65' 1997 \$599,000 Ben 850.259.8009

75' - 58' Viking Sport Cruisers



75' 2008 \$2,999,000 Jason 941.518.1171
67' 2006 \$1,995,000 Brutus 941.713.3137
58' 2008 \$1,829,000 Matt 850.259.9900

56' - 53' Carver



56' 2006 \$599,000 Gregg 813.495.0301
56' 2006 \$650,000 Johnny 281.830.6336
53' 2000 \$399,000 Stan 850.596.1645

54' Bertram



54' 1999 \$665,000 Randy 713.816.2165
54' 1989 \$450,000 Ben 850.259.8009
54' 1987 \$299,000 Lee 727.422.4685

55' - 52' Viking



55' 2002 \$839,000 Jim 850.259.3246
55' 1999 \$769,000 Jim 850.259.3246
52' 2002 \$699,000 Chris 813.503.8398

52' Ovation



52' Sedan 2009 \$875,000
No options spared when ordering this boat
Call Kevin for details 850.259.1229

52' Viking



52' 2005 \$849,000 Chris 813.503.8398
52' 2003 \$729,000 Jim 850.259.3246
52' 2006 \$1,050,000 Jim 850.259.3246

64' - 54' Hatteras



64' 2006 \$1,800,000 Dan 941.704.1578
60' 2005 \$1,499,000 Brian H. 850.380.9704
54' 2004 \$865,000 Tony 239.450.9812

50' Marquis



50' 2009 \$799,000 Nick 850.830.4474
50' 2009 \$990,000 Ryan 941.545.6025
50' 2009 \$949,000 Brian H. 850.380.9704

50' Viking Sport Cruisers



50' 2004 \$549,000
Call Kerry for details 941.920.0774
50' 2004 \$599,000 Lee 727.422.4685

49' Grand Banks



49' Trawler 2001 \$429,000
Dan 941.704.1578
49' Classic 1983 \$279,000 Larry 850.259.8989

47' - 45' Cruisers



47' 2006 \$469,000 Eric 850.259.3172
46' 2006 \$329,900 Dan 941.704.1578
45' 2005 \$289,000 Kerry 941.920.0774

46' - 44' Carver



46' 2001 \$249,000 Dan 941.704.1578
44' 2002 \$200,000 Kerry 941.920.0774
44' 2001 \$219,500 Johnny 281.830.6336

46' - 42' Grand Banks



46' 1990 \$265,000 Ben 850.259.8009
42' 1997 \$429,000 Jeff 239.691.8100
42' 2000 \$399,000 Dan 941.704.1578

43' - 42' Tiara



43' 2008 \$479,000 Kerry 941.920.0774
43' 2010 \$699,000 Ryan 941.545.6025
42' 2004 \$369,000 Ben 850.259.8009

42' Sabre



2005 \$410,000 Exceptional One Owner
Indoor Air Conditioned Summer Storage.
Call Dan 941.704.1578

www.gilmanyachts.com



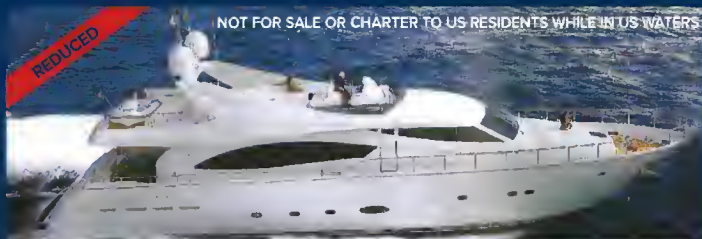
130' WESTPORT TRI DECK MY 2007

New to market. Pavlik designer interior 2011. Upgraded state-of-the-art audio video system 2011, on deck master, desirable country kitchen style galley, bow & stern thrusters, large aft deck w/casual dining. A must see with all updated systems and excellent maintenance. Contact Central Agent, Wayne Cannava.



97' HARGRAVE CP MOTORYACHT 2003

4 staterooms in owner's party with 3 staterooms aft for crew! New paint and teak decking in 2010. CAT 3412's, twin gens. Bow thrusters, stabilized, wing controls. Many upgrades that include extensive sound proofing to make this yacht very quiet underway. A great buy at \$2,975,000 ask. Call Paul Baker, Central Agent.



88' FERRETTI FLYBRIDGE MOTORYACHT 2005

Gorgeous four stateroom plus crew motoryacht with speeds up to 30 knots. Jet ski garage aft turns into a "teak beach". Very low hours, Mitsubishi ARG "at rest" stabilizer system, stored undercover. Shows beautifully. Price just reduced by \$750,000. Call Jeff Stanley, Central Agent.



78' MOCHI CRAFT LONG-RANGE HYBRID 2010

One of the first hybrid motoryachts available in this size range. Diesel electric capabilities for super-quiet operation and dual Gyro-stabilizers + active stabilization. Plenty of outdoor lounging area plus an open interior with large windows, hardwood floors, leather seating. Contact Joe Majcherek for complete details.



80' CUSTOM CHEOY LEE COCKPIT ENC. BRIDGE 2006

Great (S) stateroom layout, country kitchen style galley, traditional sapele mahogany interior, day head, open air aft deck, twin CATs provide 20 knot cruise, bow & stern thrusters. One of the nicest Cheoy Lee's you will see. Offers. Contact Wayne Cannava, Central Agent.



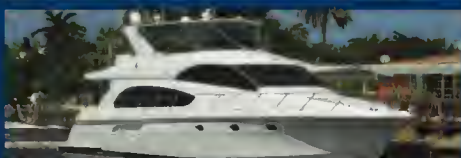
68' REAL SHIPS EXPEDITION LRC 2004

Sturdy, bulbous bow, twin engine traveler has 20' center-console that fits in cradle on bow. 3 stateroom & 3 head Cherrywood interior is well done & equipped with quality gear including ASEA shorepower conversion. 4700 gal. fuel capacity. Asking \$1,099,999. Joe Majcherek.



63' SEA RAY SUN SPORT 1999

Beautifully kept, powered by CAT 3412s w/1000 hrs. Updated cockpit upholstery & full teak decks with custom wood tables. Flat panel TVs with DSS, helm air, underwater lights, updated top line electronics & more. Asking \$389,000. Contact central agent, Greg Read.



63' HATTERAS MOTORYACHT 2003

3 SRs, admidship master, 3412 CAT's, (2) gens, custom hardtop. Generous flybridge seating, air/heat, new enclosure, custom table. 42" pop-up TV in salon, glossy Makore wood, watermaker, redundant elects, UW lights, tender w/Yamaha OB. Call Greg Read.



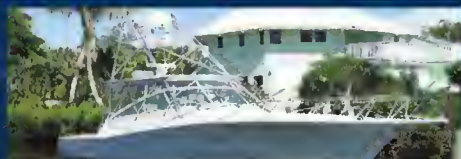
50' HATTERAS 1999

This fine convertible is a 3 stateroom, 3 head (including one ensuite head in master) layout with galley up. 1150hp MTU's which allow a 30 knot cruising capability. Pipewelders half tower with 3 sided enclosure. Offers. Contact Central Agent, Jim McKee.



66' NEPTUNUS SKYLOUNGE 2005

3 large ensuite staterooms plus crew, C-30 CAT's, like new. Huge selection of Neptunus models: 1995 S8' FB / 2006 56' FB / 2004 S6' Exp., 2006 / SS' Cabio / 1999 SS' FB Brokerage Neptunus Expert! Call Jeff Stanley, Central Agent



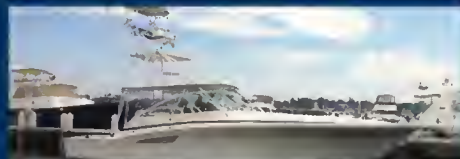
50' VIKING EXPRESS SPORTFISH 1999

Excellent condition, full paint, 30 kt. Cruise. OPTIONS! Air conditioned bridge deck, updated electronics + SAT TV, fully serviced MAN's, Eskimo ice & watermaker. Super clean and virtually turn-key. Asking \$589,000. Contact Central Agent, Joe Majcherek



48' BENNETT BROS. CUSTOM SPORTFISH 2000

North Carolina built, sharp Lou Codega design, high-tech composite construction w/carbon fiber framing & Kevlar reinforced bottom. Low hrs. SMOH 800hp CATs, updated electronics & SAT TV, Cherry interior, many updates. Asking \$459,000. Central Agent, Joe Majcherek.



45' CABO SPORTFISHERMAN 1997

Looking for a deal on a 45' Cabo? Less than 100 hours since overhaul on CAT 's, new generator & electronics including SAT TV. White windshield, enclosure, teak & holly cabin sole. S. Florida. Nice condition. Asking only \$229,000. Call Eddie Wimbrow, Central Agent.



THE HINCKLEY COMPANY®



2008 HINCKLEY TALARIA 29C

EAGLE is the newest, best, most optioned T29C we have built. Teak transom, teak sole, low engine hours, in fantastic shape. She represents incredible savings over a new T-29 C. Southwest Harbor, ME \$310,000



2007 HINCKLEY TALARIA 29R

FENWAY has it all! The more desirable Volvo 435-hp motor, teak decks, teak coamings, dash and companionway door. Only 240 hours and ready to go. Always Hinckley maintained. She's a home run! In the water in Annapolis, MD. \$295,000



2007 HINCKLEY PICNIC BOAT EP

STEELHEAD is a very late model Picnic Boat powered by the new Yanmar 480-hp engine. Varnished teak transom with the new transom door feature. Lovingly maintained and used primarily as a day boat. Beautiful. Portsmouth, RI \$535,000



2007 HINCKLEY TALARIA 44 FLYBRIDGE

HALF TIME is a highly customized T-44 flybridge with impeccable designer fabrics and detail. Hinckley maintained and used only seasonally in the Chesapeake. She is in the water and easily shown! Portsmouth, RI \$940,000



2004 HINCKLEY TALARIA 29C

LUCK A LEE II is a well maintained, lightly used Talaria 29 Center Console boat with T-top, dodger fwd + table. Waterjet drive perfect for shallow water. Easily shown. Motivated seller. Stuart, FL \$275,000



2001 HINCKLEY PICNIC BOAT CLASSIC

STEP UP is a Hinckley maintained Classic Picnic Boat with virtually every option available. Air conditioning, bimini, teak pkg, Flag Blue, new GPS/Chartplotter and much more. She is in top notch shape and absolutely turnkey. Alexandria, VA \$279,000



2003 HINCKLEY TALARIA 40

CELEBRATION is a twin engine Dark Green T-40 with all the right options. A beautiful example of well-built, well thought-out and well maintained boat. Always serviced by Hinckley Service in Maine. Located Southwest Harbor, ME. Only \$525,000



2005 HINCKLEY TALARIA 55 MY

SANDY is a beautiful Midnight Dark Blue hull. Built with the larger Mann 1300-HP engines, this T-55 will cruise at 30-knots. Hinckley serviced the bottom paint, waterjets, engines and varnish. Turn-key, ready for the islands. Stuart, FL \$2,450,000

SOUTHWEST HARBOR, MAINE (207) 244-5531 Bob Pooler
PORTSMOUTH, RHODE ISLAND (401) 338-2717 Ted Gersen
ANNAPOLIS, MARYLAND (410) 263-0095 Jennifer Richards
HARBOR SPRINGS, MICHIGAN (231) 526-4378 Marty Letts
STUART, FLORIDA (772) 538-2140 Prescott Brown



CREWED CHARTERS BARFOAT CHARTERS
(800) 504-2305 (800) 492-7245
Tina Hinckley Patricia Tierney

TheHinckleyCompany.com



THE WORLD'S LARGEST BOATING & YACHTING DEALER

COMPLETE LISTING INFORMATION, PRICES, SPECIFICATIONS AT MARINEMAX.COM

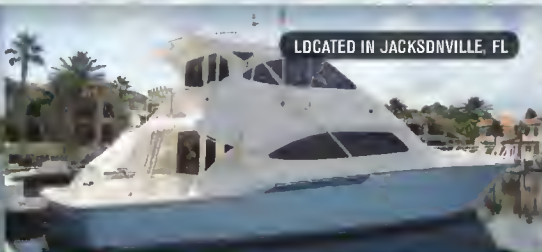
FEATURED BROKERAGE LISTINGS



LOCATED IN POMPANO BEACH, FL

68' AZIMUT EVOLUTION 2010 - NEW

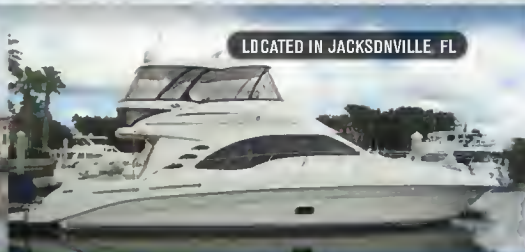
ELEGANCE, COMFORT & SPACE THAT AN OWNER, GUESTS & CREW WOULD WANT. NEW PANORAMIC WINDOWS IN OWNERS SUITE & HORIZONTAL WINDOWS IN THE VIP CABIN. STK #77692. CONTACT 954-618-0440.



LOCATED IN JACKSONVILLE, FL

"RHAPHODY" 63' BERTRAM ENC BRIDGE 2006

MTU 2000 W/600 HRS. 3 S/R'S, 3 HEADS. SATIN INTERIOR. 2 CYRO ANTI ROLL STABILIZERS. LOADED. \$1,599,000. WILL TRADE FOR SELECT AIRCRAFT. STOCK #89449. CONTACT CA PAIGE FEIGENBAUM, 904-813-6550.



LOCATED IN JACKSONVILLE, FL

"ROWE BOAT" 58 SEA RAY 2006

MAN 900, LOW HOURS, 3 S/R'S, 2 HEADS. EXTENSIVELY EQUIPPED. MAINTAINED WITH AN OPEN CHECK BOOK! \$740,000. STOCK #99388. CONTACT CA PAIGE FEIGENBAUM, 904-813-6550.



LOCATED IN JACKSONVILLE, FL

"SEA MONEY GO" 48' SEA RAY DB 1999

CAT 3196TA, 3 S/R'S, 2 HEADS, MASTER S/R FORWARD & VIP STATEROOM, TILT LIFT, BRIDGE AC, THRUSTER. \$269,900. STOCK #66151. CONTACT MIKE GREICO (904) 631-5377.



LOCATED IN JACKSONVILLE, FL

"I-WHISH-RISKY" 47' SEA RAY 2008

CUMMINS QSC 600 V-DRIVE, LOW HOURS & EXTENDED WARRANTIES. 2 S/R'S, OPEN SALON FLOOR PLAN WITH CONVERTIBLE DINETTE, BRIDGE A/C. \$549,000. STOCK #99054. CONTACT NEIL PLUMMER 904-236-8431.



LOCATED IN STUART, FL

"CATHY LOU" 43' AZIMUT SB 2007

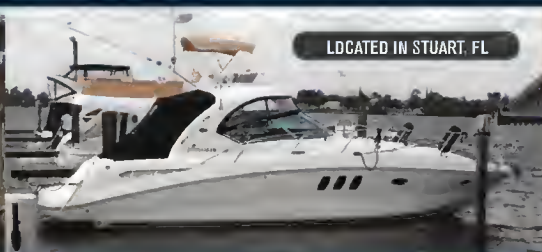
CUMMINS QSB 6.9 @ 425HP. ONLY 490 HOURS! TWO S/R, TWO HEAD LAYOUT, LOWER HELM STATION, BOW THRUSTER, TEAK COCKPIT. VERY NICE CONDITION. STK #96247. PAUL PELLETIER, 772-323-8908.



LOCATED OCEAN REEF, FL

42' TIARA 2003

ONLY 425HRS ON CAT C-12'S IMPECCABLY KEPT. DO NOT MISS THIS ONE! \$369,000 STOCK #98786. CONTACT KEN REDA AT 305-342-0658. KEN.REDA@MARINEMAX.COM



LOCATED IN STUART, FL

"MISTER ED" 38' SEA RAY DA 2008

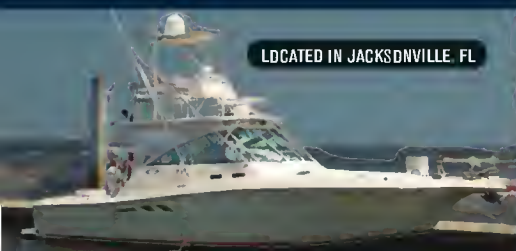
MERCURUISER 8.1L @ 370HP. ONLY 130 HOURS! FULL FACTORY WARRANTY UNTIL 2013. BOW THRUSTER, CHERRY INTERIOR. SPOTLESS! STOCK #95225. JAMES SHOPOVICK, 772-631-7001.



LOCATED OCEAN REEF, FL

"MGM" 38' TIARA 2008

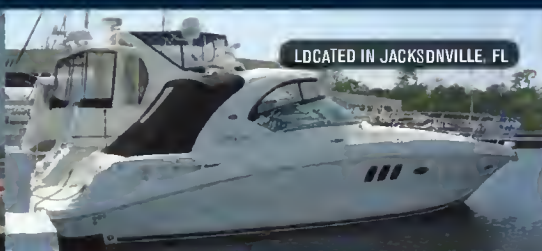
DON'T MISS THIS LATE MODEL TIARA WITH ONLY 255 HOURS. ABSOLUTELY GORGEOUS SHAPE AND LOADED! STOCK #96610. CONTACT KEN REDA @305-342-0658 OR KEN.REDA@MARINEMAX.COM



LOCATED IN JACKSONVILLE, FL

"HOE DOWN II" 38' RAMPAGE EXPRESS 2007

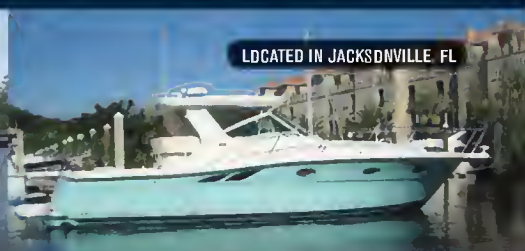
TWIN CATERPILLAR 39A 735 HRS. SLEEPS TWO OWNERS AND TWO GUESTS. FULL ELECTRONICS UPPER AND LOWER STATIONS. \$350,000. STOCK #89982. CONTACT FRANZ FREEMONT 904-509-2322.



LOCATED IN JACKSONVILLE, FL

"GLUTEN GIRLS" 38' SEA RAY SUNDANCER 2008

8.1 HORIZONS 210 HOURS WARRANTY THROUGH MARCH 2012. SAT TV WITH 4 TV'S, BOW THRUSTER, GPS, OTS SYSTEM. \$229,000. STOCK #97012. CONTACT MICHAEL HAWKINS 904-631-3542.



LOCATED IN JACKSONVILLE, FL

"LAND HO" 35' TIARA 2003

370 CUMMINS, LOW HOURS, TEAK INTERIOR, CUSTOM HULL COLOR, EXTRA CLEAN, MAINTAINED WITH AN OPEN CHECK BOOK! \$189,000. STOCK #99387. CONTACT PAIGE FEIGENBAUM, 904-813-6550.



COMPLETE LISTING INFORMATION, PRICES, SPECIFICATIONS AND PHOTOS AT MARINEMAXJACKSONVILLE.COM



Fort Lauderdale
San Diego
Palma
Newport
Boston
Hong Kong
Singapore

NORTHROP & JOHNSON

Brokerage

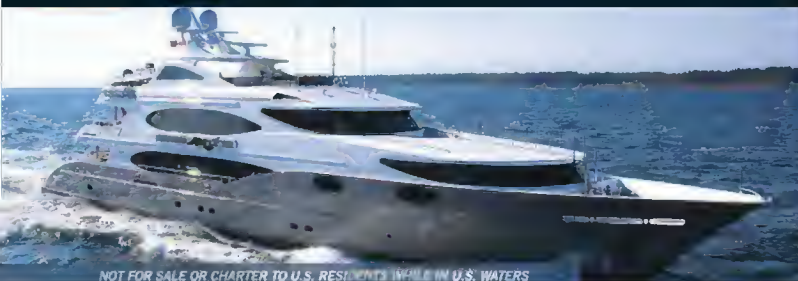
Charter

Management

New Construction

Crew Placement

northropandjohnson.com



DESTINATION FOX HARB'R TOO 161' (49m) :: Trinity :: 2008 :: \$24,900,000
Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: ann.avery@northropandjohnson.com



MR. TERRIBLE 154' (47m) :: Delta :: 2007 :: \$31,500,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



CARYALI 86' (26m) :: Nordhavn :: 2008 :: \$6,950,000
Michael Nethersole :: Fort Lauderdale :: +1 954 522 3344 :: michael.nethersole@northropandjohnson.com



EXCELLENCE 82' (25m) :: Lyman Morse :: 2004 :: \$3,900,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



ODYSSEY 75' (23m) :: Lazzara :: 2009 :: \$2,795,000
Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: wes.sanford@northropandjohnson.com



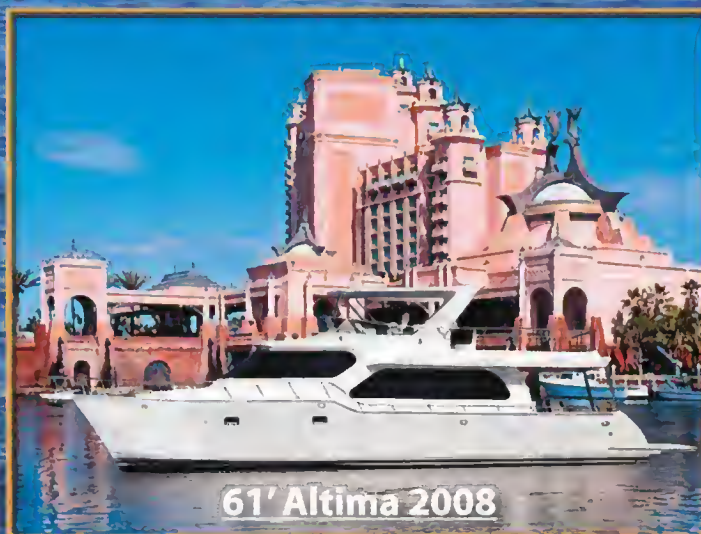
WANDERBIRD 72' (22m) :: Park Isle Marine :: 2004 :: \$3,250,000
John Weller :: Fort Lauderdale :: +1 561 379 5431 :: john.weller@northropandjohnson.com



MALINCHE 68' (21m) :: Northwind :: 2005 :: €1,250,000
Michael Nethersole :: Fort Lauderdale :: +1 954 522 3344 :: michael.nethersole@northropandjohnson.com



CAPTAIN MORGAN 66' (20m) :: Ocean :: 1998 :: \$619,000
Chris Chumley :: Fort Lauderdale :: +1 954 522 3344 :: chris.chumley@northropandjohnson.com



61' Altima 2008

130 hrs on Cat C15, loaded, just reduced, very motivated at our Ft. Lauderdale office.

For more info on Altima Yachts call 954.591.7342



56' Altima

95 Hrs on Cummins QSM 11 twin gen set. At our Ft. Lauderdale office.



46' Soluna

Retro Express Boat Show demo, low hrs, loaded. Bring your personal belongings, she is waiting for you. Ft. Lauderdale



Not for sale to US citizens while in US waters

2006 105' Leopard

Triple MTU, low hrs, 6000 Hp, cruise at 30 knots max at 40, 950 hours, twin gen set. Very motivated



1989 67' Hatteras Cockpit Motor Yacht

1271 TA, motivated, must go.



31' Camano

This fine Canadian built trawler shows like new. 2 boat owner, very motivated. At our office.



2005 38' Fountain

550 hrs on Optimax, tops out at 72 mph, cruise at 50 all day. Includes a \$25,000 custom triple axle trailer. At our office.



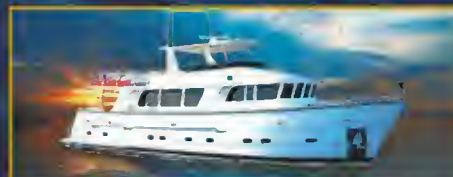
47' Linssen Trawler

Twin Volvo's, bow and stern thrusters, ready for cruising, this small Dutch ship is ready for her new owners. Ft. Lauderdale



2000 58' Viking

T/3412E Cats, enclosed flybridge, 3 Sr, bow thruster, extensive electronics, sat TV & phone, captain, yard maintained, must see. Ft. Lauderdale



2013 68' Altima Voyager

Call for full specs.

Free dockage available for quality listings

Pitre Yachts

2690 Key Largo Lane, Ft. Lauderdale, FL 33312 • 954.591.7342 • Email: paul@planetyacht.com



2002

Visit us at the Ft. Lauderdale
Show City Docks at Los Olas C-29

Royal Yacht Sales



75 Princess/Viking Sport Yacht



2006 75' Princess/Viking Sport Yacht - C32 Cats — 30 KT Cruise/38 KT W.O.T; 490 hrs — Cat Platinum Plus Warranty's (Aug 2015) sleeps 10 including full crews quarters; bridge hardtop; cockpit controls; custom built-in utility/laundry facility; custom office wired for worldwide communications; custom salon and dining room arrangements. Offered at \$2,499,000. Contact Michael Bollord 561-644-1621

Visit us at the Ft. Lauderdale
Show City Docks at Los Olas C-25



55 Viking Convertible



2000 55' Viking Convertible — 1200 H.P MAN (le 405's), 50 hrs (SMOH); 32 KT Cruise/38 W.O.T. — Stepped helm chairs, hardtop with new enclosure, recent Awgrip finish (225,000), Emron finished engine room; generator 50 hrs(SMOH); all updated electronics, 3 stateroom layout — boot is absolutely in pristine condition and all the recent updates shows her like new. Offered at \$795,000. Contact Al Tei 239-293-3623

Royal Yacht Sales 1080 Goodlette Road — Naples FL 34102
(239) 207-1200 • royalyachtsales@comcast.net

"Pretty P's" 2008 63' Viking Sport Cruiser - 100hp MAN's, 500 Hours, Pristine Condition
4 Stateroom, TRADES CONSIDERED. Call Rich Lucas 877.713.6275 | rlucas@siyachts.com



www.siyachts.com



**Celebrating
Our 47th Year!**



Staten Island Yacht Sales | Brokerage Division



2000 65' Viking Sport Cruiser "Leap of Faith" - is beautifully appointed and always maintained to the highest standards. Too many recent upgrades to list! Call David Hallinan 877.706.2464



2005 40' Cabo Express "Reel Blue" - is ready to cruise or fish. 700hp CAT's with 694 hours. Top electronics package, outstanding condition. Call David Hallinan 877.706.2464



- 2007 415 Cruisers MY-T-8.1 Volvos
- 2006 42 Silverton Conv.-T-480 Yanmars
- 1999 50 Viking SC/FB.-T-435 CAT's
- 1994 53 Viking Conv.-T-820hp MAN's
- 2006 58 Viking SC Express Yacht-T-900hp MAN's
- 2004 61 Viking Conv. Enclosed FB Flybridge "Rais N Cain"- T-1480hp MTU's

Call David Hallinan 877.706.2464
dhallinan@siyachts.com



2002 52' Viking Convertible "Ravenous" - both engines just majored, 6 month or 500 hour warranty, painted from the rub rail up, 08 electronics. Too many upgrades to list. Call Rich Lucas 877.713.6275



2007 55' Marquis "Full House" - less than 200 hours, hydraulic swim platform, motivated seller. 3 staterooms + crews quarters. Bring Offers. Call Rich Lucas 877.713.6275



- 1989 57 Viking Conv. - T-892 w/MOII
- 2009 V53 Viking Sport Cruiser
- 2008 50 Silverton Conv. - T-715 Volvos
- 2006 44 Regal Commadore- T-435 Volvos
- 1989 48 Viking Conv. - T-Diesels
- 2003 35 Cabo Express - T-435 CAT's
- 2008 315 Pursuit Offshore - T-250 Yanmar's

Call Rich Lucas 877.713.6275
rlucas@siyachts.com

A STABLE BOAT IS A **SOLD** BOAT



Whether you're a buyer or a seller, stabilizing a yacht is easier than ever before. Seakeeper gyro stabilizers are installed completely inside the hull with nothing external to get damaged or produce unwanted drag. Our exclusive, technically advanced gyros provide anti-roll performance that's fully effective at-anchor and underway. Contact Seakeeper today for a free consultation.



SEAKEEPER

WWW.SEAKEEPER.COM

I N N O V A T I V E S T A B I L I Z A T I O N T E C H N O L O G Y

MARINE SHOWCASE

KEVIN E. SEVERANCE INSURANCE AGENCY

"Discover the Difference"



**Multi-Policy
Package Discounts**
Motoryacht - Sail - Sportfish
Pleasure/Charter
Extended Navigation
Auto - Home - Life
Recreational - Business

800-816-7714

www.insurancenavigators.com
kevin@insurancenavigators.com

Get the funk out ...of your boat without chemicals!

BilgeBuster™ is the **Earth Conscious** method for eliminating holding tank odors, grey water odors, gas and diesel odors while preventing mold and mildew growth aboard your vessel without the use of costly or harmful chemicals.

- Chemical Free Odor and Mold Elimination
- Safe for You and Your Planet
- Leaves No Impact on the Marine Environment
- 30 Day Guarantee or your Money Back



From fitter to power washing
solutions that reduce or
eliminate the impact
on the marine
environment.

VISIT US AT **800.966.5575**
www.BilgeBuster.com



Nautical Cross Fender Holder Patented

Protect the back third of your boat

1 1/2" diameter Cross \$79.99

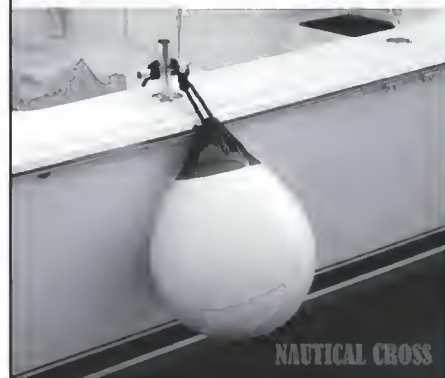
1 5/8" diameter Cross \$99.99

Check out all of our products at:

www.nauticalcross.com

419-341-0432

email: jim.stefano@nauticalcross.com



NAUTICAL CROSS

PMY
POWER & MOTORYACHT

Marine Showcase



Contact Corrine Booker at
212-915-4301 or
corrine.booker@pmymag.com
for Marine Showcase rates.



KEEP YOURS SPOT-LESS! STAIN-LESS Water Filter/Softener

THE PERFECT
HOLIDAY GIFT!

- Minimizes water spots & stains
- Softens and filters water for years
- Prevents dulling of surfaces
- Wax Jobs last longer
- Improves taste and odors
- Saves time, shammy less
- Standard size filters 5000 gallons
of water between re-charging,
Mega size 8500 gallons



The ultimate, complete filter system

Tested and featured in
Power & Motoryacht
magazine

All sizes include softener, pre-
filter/re-charger, hook-up hose.
Starting at \$250.00.
Satisfaction guaranteed

Order online or call: 609-296-2564
www.stainlesswaterfilters.com

For the Captain
who has everything...



Handcrafted Replica
Signaling Cannons
starting at \$475

www.rbgcannons.com



**YACHT
CONTROLLER**

Wireless Control
of your Boat Engine,
Thruster, and Anchor!

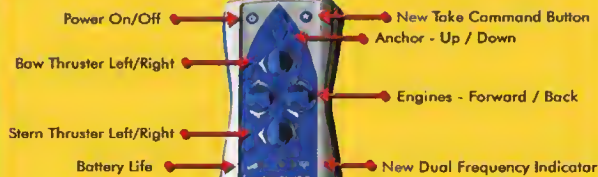
**20+ MARINE
PUBLICATIONS**
SUPPORT OUR PRODUCT!



Docking requires 2 steps: 1) Maneuvering your boat and 2) Tying it up.
ONLY YACHT CONTROLLER® can help you with both steps!

**Thousands
Installed!**

**DUAL BAND
FOR FLAWLESS SECURITY!**
For boats 30' - 125'



Actual Size is 4.5"

Now Introducing:

YACHT THRUSTER™
by EXTURN



1.888.898.8608

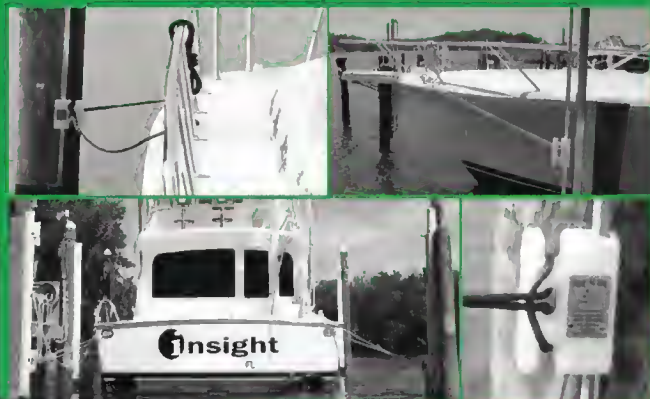
www.YachtController.com

TideSlide®

Mooring Products & Systems

Hurricane Proven
TideSlides Survive where no others do!

Solid Stainless Steel
for Extreme Duty &
NO Maintenance



Look for us on
facebook &
twitter @TideSlide
Show Schedule on Website

TideSlides work NO MORE
on any tie-up! **SLACK LINES**
Made in the USA

www.TideSlide.com 1(989)695-2646

MARINE INSURANCE

**TOTAL
DOLLAR**
Yacht Insurance

888-226-2846
www.totaldollar.com

We have a Program for EVERY BOAT
Lawrence Fox-Agency Est. in 1959.
Massapequa, NY. Liability Only avail.
Call Toll Free: 1-800-553-7661
www.boatinsurancestore.com



YACHT INSURANCE QUOTE LINES:

COCOA, FL800.959.3313
FORT LAUDERDALE, FL.....800.330.3370
NEWPORT, RI866.669.0344

www.atlassinsurance.com

CHARTERS FLORIDA

Chitwood Charters



Hyatt/Ritz Carlton Docks
Florida's Beautiful West Coast
White Sand Beaches
Sarasota Florida
36', 42', 48'GB, 50' & 53' Selene
(800) 769 - 1399
www.chitwood-charters.com

CHARTERS WORLDWIDE

CHARTER SPECIALISTS

Your guide to chartering the finest
yachts worldwide.
Power Sail Crewed Bareboat
Personally inspected, remarkably
affordable!
(386) 454-1261 or (800) 479-9054
www.charterspecialists.com

FENDERGRIP®
*Store and deploy with
push button ease!*

**Dealers
Wanted**

#1 Selling Fender adjuster • Lifetime Warranty
1-800-832-9998 • fendergrip.com

AETNA ENGINEERING

A DIVISION OF FIREBOY-XINTEX



DIGITAL TACHOMETERS

- Guaranteed accurate to 1 RPM
- Accurate engine synchronization
- Ideal trolling speed
- Optimum fuel economy

Call today for a free brochure!

AETNA ENGINEERING
O-379 Lake Michigan Dr. NW
Grand Rapids, MI 49534
1-800-776-7962
www.aetnaengineering.com

YACHT DELIVERY

Captain Sandy Young
US Atlantic Coast, ICW, Gulf Coast,
Caribbean and Canada. Merchant Mariners
License, any tonnage any oceans.
30 Plus years experience.
FOR MORE INFO VISIT MY WEBSITE AT:
Captainsyoung.mysite.com
(207) 633 5018

CAPTAIN JON EISBERG
North American—Caribbean Waters
741 Drum Point
Shore Acres, NJ 08723
(732) 920-6644

Delivery • Instruction • Management
WWW.YACHTAIDE.COM
Capt. John Wampler
954-646-7656

CHARTERS EAST COAST

C & C Charters
Chesapeake Bay since 1973
Bareboat/Captained/Instruction
Express Cruisers, Trawlers
& Motor Yachts 34' 65'
Sea Ray, Carver, Grand Banks,
Bayliner, Mainship, Defever
www.cccharters.com
800-733-7245

REAL ESTATE

Bahamas: Long Island
One-bedroom, one bath, fully
furnished beachfront cottage
on secluded Atlantic beach-
protected cove. Fireplace, screen
porch. Turn key. Price Reduction:
\$559,900 USD
Fact sheet, photos, inventory:
wrrebecca@gmail.com

Put your ad in front of
148,685 active boat owners
with an average house hold
income of **\$332,000.**



Ships Store

Contact
Corrine Booker @
212-915-4301
corrine.booker@pmymag.com

HARBOR FREIGHT TOOLS

Quality Tools at Ridiculously Low Prices

LIFETIME WARRANTY
ON ALL HAND TOOLS!

FACTORY DIRECT TO YOU!

How does Harbor Freight Tools sell high quality tools at such ridiculously low prices? We buy direct from the factories who also supply the major brands and sell direct to you. It's just that simple! See for yourself at one of our 370 Stores Nationwide and use this 20% Off Coupon on one of our 7,000 products*, plus pick up a Free 6 Piece Screwdriver Set, a \$7.99 value. We stock Shop Equipment, Hand Tools, Tarps, Compressors, Air & Power Tools, Woodworking Tools, Welders, Tool Boxes, Generators, and much more.

- Over 20 Million Satisfied Customers!
- 1 Year Competitor's Low Price Guarantee
- No Hassle Return Policy!
- 100% Satisfaction Guaranteed!

Nobody Beats Our Quality, Service and Price!

FREE!
WITH ANY PURCHASE
PITTSBURGH
6 PIECE SCREWDRIVER SET
ITEM 47770
REG. PRICE \$7.99



HARBOR FREIGHT TOOLS - LIMIT 1 Free item available with any purchase. Cannot be used with any other discount or coupon. Coupon not valid on prior purchases. Offer good while supplies last. Shipping & Handling charges may apply if free item not picked up in-store. Coupon cannot be bought, sold or transferred. Original coupon must be presented in-store, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



42820414

20% OFF
ANY SINGLE ITEM!



HARBOR FREIGHT TOOLS - LIMIT 1 Use this coupon to save 20% on any one single item purchased when you shop at a Harbor Freight Tools store. *Cannot be used with any other discount or coupon. Coupon not valid on any of the following: gift cards, Inside Track Club membership, extended service plans, Compressors, Generators, Tool Cabinets, Welders, Floor Jacks, Campbell Hausfeld products, open box items, Parking Lot Sale items, Blowout Sale items, Day After Thanksgiving Sale items, Tent Sale items, 800 number orders or online orders. Coupon not valid on prior purchases after 30 days from original purchase date with original receipt. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store in order to receive the offer. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



48606194

SAVE 61%
CENTECH
AUTOMATIC BATTERY FLOAT CHARGER
LOT NO. 42292
REG. PRICE \$12.99
\$4.99



HARBOR FREIGHT TOOLS - LIMIT 1 This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or 800 number). Cannot be used with any other discount or coupon. Coupon not valid on prior purchases after 30 days from original purchase date with receipt. Other good while supplies last. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store, or with your order form, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



133002631

SAVE 72%
drillmaster
80 PIECE ROTARY TOOL SET
LOT NO. 97626
REG. PRICE \$24.99
\$6.99



HARBOR FREIGHT TOOLS - LIMIT 1 This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or 800 number). Cannot be used with any other discount or coupon. Coupon not valid on prior purchases after 30 days from original purchase date with receipt. Other good while supplies last. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store, or with your order form, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



610832220

SAVE 42%
HaulMaster
1500 LB. CAPACITY DUAL WHEEL SWING-BACK BOAT TRAILER JACK
LOT NO. 67500
REG. PRICE \$39.99
\$22.99



HARBOR FREIGHT TOOLS - LIMIT 1 This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or 800 number). Cannot be used with any other discount or coupon. Coupon not valid on prior purchases after 30 days from original purchase date with receipt. Other good while supplies last. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store, or with your order form, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



44330164

SAVE 69%
PITTSBURGH
MULTI-USE TRANSFER PUMP
LOT NO. 66418
REG. PRICE \$12.99
\$3.99



HARBOR FREIGHT TOOLS - LIMIT 1 This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or 800 number). Cannot be used with any other discount or coupon. Coupon not valid on prior purchases after 30 days from original purchase date with receipt. Other good while supplies last. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store, or with your order form, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



80284379

SAVE 46%
PITTSBURGH
105 PIECE TOOL KIT
LOT NO. 4030
REG. PRICE \$64.99
\$34.99



HARBOR FREIGHT TOOLS - LIMIT 1 This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or 800 number). Cannot be used with any other discount or coupon. Coupon not valid on prior purchases after 30 days from original purchase date with receipt. Other good while supplies last. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store, or with your order form, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



15164897

SAVE \$60
CHICAGO
800 RATED WATTS/ 900 MAX. WATTS PORTABLE GENERATOR
LOT NO. 66619
REG. PRICE \$149.99
\$89.99



HARBOR FREIGHT TOOLS - LIMIT 1 This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or 800 number). Cannot be used with any other discount or coupon. Coupon not valid on prior purchases after 30 days from original purchase date with receipt. Other good while supplies last. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store, or with your order form, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



72010644

SAVE 46%
CENTRAL PNEUMATIC
3 GALLON, 100 PSI OILLESS PANCAKE AIR COMPRESSOR
LOT NO. 95275
REG. PRICE \$74.99
\$39.99



HARBOR FREIGHT TOOLS - LIMIT 1 This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or 800 number). Cannot be used with any other discount or coupon. Coupon not valid on prior purchases after 30 days from original purchase date with receipt. Other good while supplies last. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store, or with your order form, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



24708232

SAVE \$150
US GENERAL
11 DRAWER ROLLER CABINET
LOT NO. 67421
REG. PRICE \$299.99
\$149.99



HARBOR FREIGHT TOOLS - LIMIT 1 This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or 800 number). Cannot be used with any other discount or coupon. Coupon not valid on prior purchases after 30 days from original purchase date with receipt. Other good while supplies last. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store, or with your order form, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



44330164

SAVE 66%
CHICAGO ELECTRIC
OSCILLATING MULTIFUNCTION POWER TOOL
LOT NO. 68303/67256/68861
REG. PRICE \$59.99
\$19.99



SAVE \$50
BADLAND WINCHES
2000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE
LOT NO. 68146
REG. PRICE \$99.99
\$49.99



HARBOR FREIGHT TOOLS - LIMIT 1 This valuable coupon is good anywhere you shop Harbor Freight Tools (retail stores, online, or 800 number). Cannot be used with any other discount or coupon. Coupon not valid on prior purchases after 30 days from original purchase date with receipt. Other good while supplies last. Coupon cannot be bought, sold, or transferred. Original coupon must be presented in-store, or with your order form, or entered online in order to receive the coupon discount. Valid through 3/22/12. Limit one coupon per customer and one coupon per day.



72010644

370 Stores Nationwide

Order Online at HarborFreight.com and We'll Ship Your Order FedEx.

AFTER WORD

A BOATER WANTS TO SHARE HIS LIFELONG LOVE WITH HIS FAMILY.

TEXT BY PETER A. JANSSEN

High Hopes

Boating, so the theory goes, is good for kids. It brings families together, it builds quality time, it creates memories. All great concepts. But, from my experience, be careful what you wish for.

Many years ago I brought three of my four children along for a long-planned, much-anticipated vacation on my new boat, a Grand Banks 36. I'd just been divorced, and I thought the boat would be the platform for us all to be together again. I had dreams of blue skies, lots of laughter, warmth, and family bonding. We would all start a new portion of our lives together, afloat. The possibilities were endless.

The boat was in Fort Lauderdale, and I flew them in from various points on the East and West Coasts so we could go down to Ocean Reef Club in Key Largo for a few days after Christmas. Once we cleared Port Everglades Inlet, I realized that the seas were a bit lumpy but sitting happily on the flying bridge, that didn't bother me. Until I realized that one by one the kids had gone below. I looked down. All three of them were lined up on the leeward rail, sick as dogs. I headed inside at Baker's Haulover, and we stayed inside the rest of the voyage. They all were heartened, to say the least, when we tied up at Ocean Reef and then later back at Fort Lauderdale. Boating clearly was not going to be a family endeavor.

I kept trying. After I brought the boat up to Norwalk Cove in Connecticut I took my son, then 13, for a weekend cruise up to Essex. Just the two of us; a father-son weekend. When we got there, the only space was a tight fit on the face dock behind a big Hatteras. If this was going to work, we needed to get a midships spring line around a piling before the current pushed us into the Hatteras. (Did I say this was a single-screw Grand Banks, without any thrusters? Docking was interesting under the best circumstances.) My son was on deck, line in hand. I nudged us into position, just right, and said, "Now." Immobile, he said, "No." No? Fortunately, I hit reverse before we hit the Hatteras and we went around again. Needless to say, we had a fairly tense father-son



discussion that evening. This bonding thing wasn't going so well.

Obviously I'm a slow learner. After I remarried, my wife and I took my youngest daughter, who was then about nine (too young for the earlier Ocean Reef trip) on our summer cruise to Nantucket. She was a good sport, but boating clearly was not her thing. Boring. The mere mention of Buzzards Bay, with its infamous chop, would make her sick. Terra firma beckoned.

But time passes, things change. Last summer I had an offer of a Grand Banks 36, a sistership to our old boat, from Northwest Explorations in Bellingham, Washington, for a charter in the San Juans. My wife couldn't go, so on an off chance, I called my daughter, then a junior in college in Los Angeles. Sure, she said. When we climbed on the boat she headed for the forward cabin, her cabin, and settled in as if she'd lived there forever. Over the next few days she drove the boat, navigated, helped tie up. An old salt. We had a great father-daughter reunion, one of the best times ever. When we climbed off the boat back in Bellingham she asked if we could do this again. Maybe I could get a boat in L.A., and we could go out with some of her friends... PMY

Peter A. Janssen is former editorial director of Yachting and MotorBoating and former editor-in-chief and publisher of Motor Boating & Sailing. He has cruised extensively along both coasts of the United States, the Atlantic, South Pacific, the Med, and even the Volga. He lived for several years on a Grand Banks 36 and also has driven a 47-foot Fountain at 162 mph.

POWER AND MOTORYACHT (ISSN 0886-4411). December 2011, Volume 27, Number 12. Published monthly by Source Interlink Media, LLC., 261 Madison Ave., 6th Floor, New York, NY 10016-2303. Copyright © 2011 by Source Interlink Magazines, LLC. All rights reserved. Periodicals Postage Paid at New York, NY and at additional mailing offices. Single copy price is \$5.99. SUBSCRIPTIONS: U.S. and U.S. Possessions \$19.95 for 12 issues. Canadian orders add \$12.00 per year and international orders add \$24.00 per year (for surface mail postage). Payment in advance, U.S. funds only. **POSTMASTER:** Please send address changes to: POWER AND MOTORYACHT, P.O. Box 420235, Palm Coast, FL 32142-0235. POWER AND MOTORYACHT® is a registered trademark of Source Interlink Magazines, LLC., used under license. phone: (212) 726-4300; fax: (917) 256-2282. Printed in the USA.



THE ABSOLUTE WAVE 64

40 42 43 43 Fly 47 50 Fly 52 56 64 70



NEW ITALIAN EMOTIONS ARE CROSSING THE OCEAN

POWERED BY
VOLVO
PENTA

IPS

NORTH AMERICA - MAIN OFFICE - phone 1 877 500 1686
 MONTREAL - DUCLOS TOYSTORE - phone 1 866 940 0808
 NORTH EAST US - STRONG'S MARINE - phone 1 888 435 1578
 SOUTH EAST US - SUNDANCE MARINE - phone 1 954 784 7373
 ACAPULCO - PARNAUTICO BY YATES Y COSTAS - phone 011 52 744 483 82 48
 CANCUN - SEPORNAU BY YATES Y COSTAS - phone 011 521 998 20 24 666
 GUADALAJARA - YATES Y COSTAS - phone 011 52 33 3817 1045 47

INFO@ABSOLUTEYACHTS.NET
 WWW.ABSOLUTEYACHTS.NET
ABSOLUTE

ENJOY YOUR DREAM.



AZIMUT YACHTS COLLECTIONS

FLYBRIDGE
COLLECTION

—S—
COLLECTION

MAGELLANO
COLLECTION

Grande
COLLECTION



MAGELLANO
—50—
Blue hull, green soul.

THE WORLD'S FIRST GREEN PLUS
CERTIFIED 50 FOOTER MOTORYACHTS



AZIMUT
YACHTS

MAGELLANO COLLECTION - OFFICIAL DEALERS
SOUTH EAST - MARINEMAX: 954-618-0440; GREAT LAKES - SKIPPER BUD'S: 847-872-3200
NORTH EAST - MARINEMAX: 631-424-2710; GULF REGION - LONE STAR YACHTS: 281-334-3500
CALIFORNIA - MARINEMAX: 619-294-2628

WWW.AZIMUTYACHTS.COM